

# BOARD OF SUPERVISORS

## Brown County



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### PLAN, DEV. & TRANS. COMMITTEE

Bernie Erickson, Chair, Dave Kaster, Vice Chair  
Norbert Dantine, Steve Deslauriers, Alex Tran

**PLANNING, DEVELOPMENT &  
TRANSPORTATION COMMITTEE**  
**MONDAY, DECEMBER 16, 2019**  
**Approx. 6:45 PM (Or to follow Special PD&T Meeting)**  
**Room 200, Northern Building**  
**305 E. Walnut St., Green Bay, WI**

NOTICE IS HEREBY GIVEN THAT THE COMMITTEE MAY TAKE ACTION ON  
ANY ITEMS LISTED ON THE AGENDA

**\*\* NOTE DATE, TIME & LOCATION \*\***

- I. Call Meeting to Order.
- II. Approve/Modify Agenda.
- III. Approve/Modify Minutes of October 21, 2019.

**\*Presentation\***

Update re: Advance Economic Development by Kelly Armstrong, Vice President of Economic Development

**Comments from the Public**

**Consent Agenda**

1. Harbor Commission Minutes (September 9, 2019).
2. Solid Waste Board Minutes (September 16, 2019).
3. Airport – Budget Status Financial Report for October 2019 – Unaudited.
4. Planning – Budget Status Financial Report for August, September and October 2019 – Unaudited.
5. Property Listing – Budget Status Financial Report for August, September and October 2019 – Unaudited.
6. Zoning – Budget Status Financial Report for August, September and October 2019 – Unaudited.
7. Register of Deeds - Budget Status Financial Report October 2019 – Unaudited.
8. UW-Extension – Budget Status Financial Report for October 2019 – Unaudited.

**Communications**

9. Communication from Supervisor Tran re: Review and possible action on safety standards for retention ponds (storm water ponds) and rodent controls. *Held for one month.*
10. Communication from Supervisor Lefebvre re: Request Public Works look into placing 4-way stops instead of rumble strips. If someone blows a stop sign, with a 4-way stop you will likely have one of the drivers stopped. *Referred from November County Board.*

**Planning & Land Services; Planning Commission; Port & Resource Recovery; Zoning; Extension – No agenda items.**

**Extension Brown County**

11. Budget Adjustment Request (19-099): Any increase in expenses with an offsetting increase in revenue.
12. Director's Report.

**Airport**

13. 12+ Hour Shift Report.
14. Open Position Report.
15. Director's Report.
  - a. Winter Operations Update.
  - b. Air Traffic Update.

**Port & Solid Waste**

16. Resolution Supporting the Establishment of an Intermodal Freight Facility at the Port of Green Bay
17. Ducks Unlimited Site Specific Agreement Cooperator – Request for Approval.
18. Executed FTZ Subzone E Operating Agreement – Update.
19. Director's Report.

**Public Works**

20. CTH B Speed Study.
  - a. An Ordinance to Amend Schedule A of Section 340.0003 of Chapter 340 of the Brown County Code of Ordinances CTH B – Town of Pittsfield – Village of Pulaski.
21. CTH U Speed Study.
  - a. An Ordinance to Amend Schedule A of Section 340.0003 of Chapter 340 of the Brown County Code of Ordinances CTH U – Town of Pittsfield – Village of Pulaski.
22. CTH VV Speed Study.
  - a. An Ordinance to Amend Schedule A of Section 340.0003 of Chapter 340 of the Brown County Code of Ordinances CTH VV – Village of Hobart – Village of Howard – Town of Pittsfield.
23. Resolution Recommending Not to Install, and to Remove, Transverse Rumble Strips Within 500 Feet of Residences.
24. Recommendation and approval for replacement of Courthouse Chiller – Project #2353.
25. Summary of Operations Report.
26. Director's Report.

**Other**

27. Acknowledging the bills.
28. Such other matters as authorized by law.
29. Adjourn.

Bernie Erickson, Chair

Please take notice that it is possible additional members of the Board of Supervisors may attend this meeting, resulting in a majority or quorum of the Board of Supervisors. This may constitute a meeting of the Board of Supervisors for purposes of discussion and information gathering relative to this agenda.

**PROCEEDINGS OF THE BROWN COUNTY  
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the Brown County Planning, Development & Transportation Committee was held on Monday, October 21, 2019 at the Brown County STEM Innovation Center, 2019 Technology Way, Green Bay, WI

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**Present:** Chair Bernie Erickson, Supervisor Tran, Supervisor Deslauriers, Supervisor Dantine, Supervisor Kaster  
**Also Present:** Supervisors Van Dyck, Joan Brusky; Director of Administration Chad Weininger, Internal Auditor Dan Process, Finance Director Bradley Klingsporn, Senior Accountant – Budget Coordinator David Diedrick; HR Executive Streckenbach, Corporation Counsel David Hemery; County Conservationist Mike Mushinski, Assistant County Conservationist Jon Bechle; Register of Deeds Cheryl Berken, Chief Deputy Register of Deeds Sara Frisque, Planning Director Chuck Lamine, GIS Coordinator Jeff DuMez, Zoning Administrator Bill Bosiacki, Extension Director Judy Knudsen, Port and Resource Recovery Director Dean Haen, Public Works Director Paul Fontecchio, Land Use Citizen Rep Stan Kaczmarek & other interested parties

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**I. Call Meeting to Order.**

The meeting was called to order by Chair Bernie Erickson at 6:13 pm.

**II. Approve/Modify Agenda.**

Supervisor Deslauriers would like to take Non-budget Items 3, 4 and 6 prior to budget as they had a potential budget impact and there were people in attendance that would like to speak. Erickson stated when Corporation Counsel arrived they will stop where they were but he didn't want to move it up and have discussions without him.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve the agenda with amendments to take Non-budget Item 2 first, take non-budget Items 8 and 9 after 11 and delete Item 12. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

**III. Approve/Modify Minutes of September 23, 2019 and October 16, 2019.**

Motion made by Supervisor Deslauriers, seconded by Supervisor Tran to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

*Although shown in proper format here, Non-budget Item 2 was taken at this time.*

**\*\*BUDGET REVIEW\*\***

**Comments from the Public on Budget Items None.**

**REVIEW OF 2020 DEPARTMENT BUDGETS:**

**1. Register of Deeds - Review of 2020 department budget. Budget Book Page 240.**

Register of Deeds Cheryl Berken provided handouts (attached) re: 2020 Budget Proposal Highlights and briefly went over it with the committee.

Pg. 243, Kaster noted staffing trends didn't match their initiatives. Weininger interjected they wanted to eliminate two positions but kept them for LTEs as couldn't hire positions in TO. They were saving money but in a cautious way to make sure there were no problems to their organization operation. Berken informed they had a very limited part-timer to back index but wanted to make sure they were good because they lost two people in a matter of two months. Things with the reorganization were looking good. Weininger added this was something new but you reduce staff so much you have to be careful. She was doing some additional stuff, they wanted to make sure she had flexibility with all the projects she was working on.

Van Dyck questioned if the reorg worked, what was the anticipated amount of incremental savings in the future? Chief Deputy Register of Deeds Sara Frisque stated they will need the one LTE, their sole job was back indexing. Weininger informed there were two positions and if they made the change they would be able to reduce the levy in the 2021 budget by \$64,000, one position was roughly \$35,000 and the other was \$28,000. However, he can't go back and give her additional levy in the future. Van Dyck stated the one LTE was not staff, so if that stayed for the year, theoretically there would be \$30,000 some at the end of this year to carryover. Weininger agreed.

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve the Register of Deeds budget and pass on to County Board. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**2. Planning and Land Services (Land Information, Planning Commission, Property Listing & Zoning)**  
**- Review of 2020 department budgets. Budget Book Page 206.**

Planning Director Chuck Lamine provided a proposed 2020 budget summary handout (attached) and spoke to it.

County Aerial Orthophotography Project Initiative - They were looking at a 2020 update totaling \$50,000. They were using \$12,000 of Federal Transportation Planning Grant Funds, \$25,000 from an LIO grant from the state and another \$13,000 from a previous year LIO grant, it will be completely paid for off the levy. In past years, they used to bond for these million dollar projects. Costs have come down so they do them more frequently. Another important reason to get it done this year was they'd like to get it tied in with the census year.

Topographic Mapping Project - They received an LIO grant for \$27,500 and were using \$10,000 in Zoning funds, municipalities (all cities, villages and two of the more urbanized towns) were contributing \$34,000 (based on less than \$150 per square mile for each community) and the Land Conservation office was contributing \$5,000. Kaster requested a breakdown of the \$34,000. It will be matched by a \$75,000 grant from USGS and FEMA. A \$151,000 project largely paid for. Kaster questioned if this was split up between all the municipalities in Brown County. Jeff DuMez responded not right now. They did that for air photos last time because every single municipality contributed money. For this project, most urbanized communities or developing communities were the most interested in it. That's where the demand was coming from. The \$34,000 came from those developing communities. The rural communities need had to do with floodplain mapping and that's where Land Conservation contributed.

**a. Resolution Approving New or Deleted Positions During the 2020 Budget Process in the Planning and Land Services Department Table of Organization. 19-116R**

The Assistant Zoning Administrator position was evaluated for exemption based on the job duties, decision making and specialized knowledge. HR completed the exemption test and determined it to be an exempt role as well as moved it to the corresponding classification and compensation exemption grade. This position will now be a direct supervisor over staff members, including the Sanitary Inspector.

Dantine questioned how this fell in the comp and class, was it the proper set up? It seemed to him that the county loses 10-20 year employees that do a good job and someone is brought in making a lot more. Weininger informed of their process, they looked at comparable counties and average mid-points. As long as they were in between the minimum and maximum, they were in market. If they couldn't fill the position he had tools that the board provided him through the A33 policy and money set aside to make up that difference. It was fair and equitable and what the County Board agreed on. It was the standard practice in the 2019 budget.

**b. Resolution Approving New or Deleted Positions During the 2020 Budget Process in the Planning and Land Services Department Table of Organization. 19-118R**

**Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve Items 2a & b. Vote taken. MOTION CARRIED UNANIMOUSLY.**

Lamine informed the purpose of the proposed Economic Development Director position, the county had 66 acres by the new Brown County Phoenix Innovation Park that they will have control over. The intention was for that to become a Technology and Research Business Park. One thing this position would do was help manage, market and coordinate the efforts to recruit businesses that had a science, technology, engineering or math function associated

with them. It was a long term strategy but they would like this position involved in it. Additionally their office put together the certified site for economic development for the airport property, they had 100 acres identified and basically shovel ready to go. This position would assist the airport in marketing that property and create job opportunities, employment, and tax base growth on that site. Other areas discussed was coordinating and doing more work with the Port on the economic development side as well. They had an Economic Development Revolving Loan Fund program that they'd love to see more attention given to that. It also freed up some of their staff time to delve further into a lot of planning work that needed to be done. In terms of coordination, it could assist municipalities with marketing materials for their business in the industrial park as well.

Kaster questioned if they anticipated this position not being busy someday and if it could be contracted out. Lamine felt there was enough work and as they worked on the budget every year, the one thing that kind of saved them was the new development so it was an emphasis. One thing they were trying to do was promote additional economic developments that created jobs and tax base. He felt there was a strong need for it in a county of this size and level of activity they had and they will have going forward. He felt it was a very good investment for the county going forward. Kaster questioned if municipalities would be able to go to? Lamine felt it would be interesting to see. Some communities had their own economic development staff and what he saw was probably more coordination. The general rule that most communities saw was if they couldn't get it in their community, they want it in their county or the area. It also came from a marketing perspective. Marketing the area as a whole had some benefits. He felt there was a lot of area for growth here and demand.

Further discussions ensued with regard to the intentions, vision and partnerships for the remaining 66 acres.

At the moment Van Dyck wasn't feeling the Economic Development Director position. Each municipality had their own Economic Development Director and could control what went on in their community. The county was at the will of Green Bay or De Pere, etc. He wasn't quite sure when it became the county's responsibility to market 66 acres as they had another large property still sitting there undeveloped. The county also paid Advance \$65,000 a year for them to do economic development and he wasn't quite sure what had come out of that group. He believed they had better places to spend \$80,000 from the budget. Weininger informed Advance was a little different and focused on light manufacturing and was really office space. This was geared towards high tech new technology. The county was under levy limits, the only way the county had the ability to expand was net new construction which brought an extra \$1.2 million into the budget. There was just a meeting about developing a lot of land that sat vacant for the last decade, there were a lot of other opportunities in the county but they didn't have a person with the time or background where their sole job was to create tax base.

Responding to Tran, Weininger informed Advance's funding was through the Executive's budget as he set their goals. He recommended having them come before the committee to talk about what they were doing and their community strategy. Streckenbach stated Advance pulled together 80 CEOs of the area and had a significant amount of investment happening from the private sector that initiated a strategy around 11 initiatives. In terms of the position, the county had a lot of land and they had an opportunity at the university to do a number of things. Erickson spoke in favor of what Advance offers to companies. Tran was concerned with Erickson's comments regarding rate of failure for businesses. She was also concerned with the lack of reports from other agencies that the county gave money to. She questioned if they could recruit a half time person. Lamine felt it would be really hard to recruit a qualified half time person. Weininger felt it wasn't realistic.

**Motion made by Supervisor Kaster, seconded by Supervisor Tran to approve and move the Planning and Land Services budget. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**Motion made by Supervisor Deslauriers, seconded by Supervisor Kaster to suspend the rules to take Non-budget Items 3, 4 and 6 at this time. Vote taken. MOTION CARRIED UNANIMOUSLY**

*Although shown in proper format here, Non-budget Items 3, 4 and 6 were taken at this time.*

3. **Port and Resource Recovery - Review of 2020 department budget.**
  - a. **Resolution Approving New or Deleted Positions During the 2020 Budget Process in the Port and Resource Recovery Department Table of Organization. 19-088R**

- b. Resolution Approving New or Deleted Positions During the 2020 Budget Process in the Port and Resource Recovery Department Table of Organization. 19-089R
- c. Resolution Approving New or Deleted Positions During the 2020 Budget Process in the Port and Resource Recovery Department Table of Organization. 19-093R

Page 214 – Director Haen provided a budget summary handout and spoke to it.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve and move Port and Resource Recovery budget to County Board, including Items 3a, b and c. Vote taken. MOTION CARRIED UNANIMOUSLY.

4. Airport - Review of 2020 department budget.

Page 192 - Assistant Airport Director Rachel Engeler and Administrative Manager Sue Bertrand were present to speak to the budget. Handouts were provided to the committee and briefly gone over.

Referring to page 198, Tran understood that education was important but questioned the difference in travel and training from 2018 to 2019. She informed she had a problem paying \$94,000 in travel and training when they were only paying employees \$28,000. She questioned if there was a way to increase the Housekeepers pay to \$15 an hour, a difference of \$2,746 per person approximately. Weininger informed fringes and benefits affected the actual wage and if they were going to change the wages, they had to do a TO change and they were outside the time limit for the budget according to Chapter 4. Weininger added the Airport hired a new marketing person and one of the things the Airport had failed at was developing a deep connection to the community so they were going out and being aggressive, specifically developing relationships to draw traffic to the airport. They were an enterprise fund and their livelihood derived from the more they spent the more they brought in. Engeler added that it also included training and conferences for her as well as FAA required safety training to meet safety compliance requirements. It was also continued education for their airfield staff and terminal maintenance staff.

Van Dyck agreed with Tran in the point of nothing to do with the effort being made or successes that they had, he felt that sometimes with the enterprise funds they don't quite get the explanations in the increases or changes that they require when talking about levy. He would agree that when you look at operating expenses and you have a decrease in equipment maintenance, it raises a question and there was no explanation as to why it went down \$209,000. It's not in the book and if they don't verbally hear why it went down, then he didn't know why they include it in the budget if they are not allowed to ask questions about the changes taken place. He's saying it's not justified but why? They were some pretty big changes. Erickson stated a lot of these things, the money came from the state and federal government and it showed in the expense because the money came in and it had to go out. Weininger stated he had details but it depended on what level they wanted to get down to, they could set up a meeting with the director.

Deslauriers agreed, most of the time they don't see this dramatic of changes. It wasn't the changes but the magnitude up and down.

Motion made by Supervisor Tran, seconded by Supervisor Deslauriers to approve and move the Airport budget to County Board. Vote taken. MOTION CARRIED UNANIMOUSLY.

5. Extension - Review of 2020 department budget.

- a. Resolution Approving New or Deleted Positions During the 2020 Budget Process in the UW-Extension Department Table of Organization. 19-103R
- b. Resolution Approving New or Deleted Positions During the 2020 Budget Process in the UW-Extension Department Table of Organization. 19-104R
- c. Resolution Approving New or Deleted Positions During the 2020 Budget Process in the UW-Extension Department Table of Organization. 19-105R
- d. Resolution Approving New or Deleted Positions During the 2020 Budget Process in the UW-Extension Department Table of Organization. 19-106R

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- e. **Resolution Approving New or Deleted Positions During the 2020 Budget Process in the UW-Extension Department Table of Organization. 19-107R**

Motion made by Supervisor Dantine, seconded by Supervisor to approve the UW-Extension budget and move it forward to county board, along with 5a, b, c, d and e. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

6. **Public Works (Highway, County Roads & Bridges, Facility Management)**  
- Review of 2020 department budget.

Page 225 – Director Fontecchio stated a lot of the changes they see reflected in the numbers were implemented as a result of actions they already approved and done in 2019. This year they were holding pretty status quo line by line both in Facilities and the Highway side of things.

Deslauriers informed the numbers of the budget he was totally good with but because of the policy difference for rumble strips he can't vote in favor of this budget. Tran stated she'll abstain as she is not in support as well.

Tran questioned the dollars spent on rumble strips and how much was allotted for next year. Fontecchio informed they did 10-12 intersections at \$2,000 a set. They budgeted \$50,000 in their budget initiative for the County Board Safety Plan. Business Manager Brandy Younger informed \$21,000 to date for safety improvements.

- a. **Resolution Approving New or Deleted Positions During the 2020 Budget Process in the Public Works Department Table of Organization. 19-082R**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve the Public Works budget and move to County Board, along with Item 6a. Vote taken. Nay: Deslauriers; Abstain: Tran. **MOTION CARRIED.**

#### **\*\*NON-BUDGET ITEMS\*\***

#### **Comments from the Public on Non-Budget Items**

1. **Consent Agenda**  
a. **Airport – Budget Status Financial Report for September 2019.**  
b. **Extension - Budget Status Financial Report for September 2019.**

Motion made by Supervisor Dantine, seconded by Supervisor Tran to approve 1a & 1b. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

#### **Discussion/Action Items** **Resolutions & Ordinances**

2. **An Ordinance to Amend Chapter 26 of the Brown County Code of Ordinances (Animal Waste Management).**

Assistant County Conservationist Jon Bechle provided a copy of the resolution with proposed changes highlighted in yellow (attached) and noted the changes were made based on discussion from the previous meeting.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

#### **Communications**

3. **Communication from Supervisors Deslauriers and Van Dyck re: That Brown County hire a waste water expert in the field of anaerobically digested dairy manure, selected at the discretion of the County Board and paid for by BC Organics, to determine the following:**  
\* **If the waste water discharge permit the developer is seeking would allow more phosphorus to be released in to the East River watershed.**  
\* **If the discharge and emissions from the digester would be detrimental to the environment or potentially harmful to Brown County residents.**  
\* **If the waste water treatment methodology being proposed by BC Organics is first time this technology is being proposed for a manure digester that discharges treated waste water.**

**\* If the waste water treatment methodology is not viable.**

**\* If any of these conditions are found to be true by the hired expert, that Brown County, to the extent it has the ability to do so, deny any land lease, deny any easement, and withdraw any support for BC Organics to construct or operate the proposed industrial manure digester in District 20.**

Deslauriers informed when they originally entered into the communication it was in hopes that the Town of Wrightstown would look at some of those issues and address them in their consideration for a conditional use permit. He believed that communication did just that but now they were at the point where the Town of Wrightstown approved the conditional use permit for the new digester and water treatment facility and will likely be coming to the county shortly to apply for easements to run the pipelines that will transport close to a half million gallons of manure a day.

He would like to see the consideration of those easements since it was something the county have never done before, moving that much liquid manure via pipeline through county controlled land, that it come back to PD&T for consideration and possibly hiring an expert to look at the plans to make sure that if they had a breach in those pipelines that the county wouldn't be doing the cleanup if the LLC threw up its hands.

Responding to Deslauriers, Corporation Counsel Hemery stated anything land related, i.e. easement, would go to the Executive Committee, they had authority. It would also depend on where they were applying for it. Deslauriers knew it would be crossing roads so Fontecchio would be involved. He questioned if they could have the Commissioner come to PD&T and lay out the type of design? Hemery's concerns were the deviation from ordinary and normal practices, not following the county's usual process. The county was an arm of the state and the state had delegated conditional use permitting authority to municipalities. This process had gone through two municipalities already and it was currently in an active lawsuit. Whether unusual, the nature of the communication, indicating from the start, was if any of those conditions were there, to deny any land lease, deny any easement and none of those had been proposed. If they got into it too much Hemery felt it would be a closed session item. The Highway Commissioner had standard processes regarding easements that run along highways and certainly had countless easements across county properties but all of the sudden it looked like the county was changing their procedure and adopting a conditional use process, that the state of which the county was an arm and derived authority from, was delegated to municipalities. They could incur liability if it was alleged they were treating one specific entity differently than the others. In the end, the county owned the land and typically land owners can make decisions regarding how it was used. When you run an easement the concern would be, how does that easement affect your property? When you start getting into how does this affect the community around you, that was the process the state gave to the municipality and they had all types of procedures in place and rules they had to follow.

Deslauriers clarified, since the land lease wasn't an issue because with this approval of the CUP it will not be in Hollandtown so he was pretty sure there won't be any land leases associated with it anymore. Because they hadn't done this before, and a new process for the easement for the pipeline, he was trying to ensure it was done safely, with the proper approvals and he would like some visibility. He believed when it went across a county road, the Highway Commissioner would have sole authority to approve or deny it. He wanted to make sure that when it that request came in that it was not approved before the discussion to make sure that they were doing this in a responsible, safe manner on the design and implementation of the pipeline going to those local CAFOs. Hemery responded he will follow whatever direction the committee gives and can only provide legal advice and that would be to handle any application for request for an easement as they would any other. It would be an interesting suit if brought but it looked premature as no easement or land lease had been applied for which also made it hard to determine if they were truly different valid reasons. The fact they were pushing this on the agenda, several times was pretty unusual when nothing had been submitted to the county yet, which was a concern. For the county to pick its own expert, require this business to pay for it also sounded very unusual especially given that there was not even an application before them.

Van Dyck stated, given the nature of the communication, should this be received and placed on file but would Hemery be open to an additional communication to get the ability to get another kick at this can if in fact there was an easement request made? He understood the precedent nature of it but he didn't think there was any precedent set because they never approved an easement for something similar to this nature. He felt they were asking for a little more oversight in this particular case. Hemery reiterated that Executive Committee would have to approve an easement over county land, so there would always be that kick at the can but with nothing submitted, he didn't know and it was difficult to opine at this point. Van Dyck questioned if receiving and placing on file this communication

would preclude someone putting in a communication request asking any easements via roads for this project be brought to this committee. Hemery responded it would not prohibit it from being brought up again.

**Motion made by Supervisor Deslauriers, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.**

4. **Communication from Supervisor Deslauriers re: As the legislative and policy making body of Brown County, that the County Board take a policy position, through resolution, on the recommended criteria for installation and removal of transverse rumble strips.**

**Motion made by Supervisor Deslauriers, seconded by Supervisor Tran to suspend the rules to take Items to open the floor to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.**

Duane Oudenhoven - 1460 S. County Line Rd., De Pere

Oudenhoven had rumble strips in front of his driveway. He spoke to the last consideration given to property owners living near roads where rumble strips were being put in. The Wisconsin DOT design manual talked about having them 500' from homes but it didn't seem to pertain to their situation. They denied a request to install them on Hwy 96 and G due to lack of crash history and potential noise impacts to area residents. He didn't understand why local government wasn't worried about it. He was asking for some commonsense towards this and it shouldn't take a rule to know you shouldn't put rumble strips 65' from peoples windows and doors.

Mark DeBaker – 3311 S. CTH P, Denmark

*DeBaker was present to speak against rumble strips, he read his written statement which was as follows:*

*"I am Mark DeBaker and live at S. Cty P and Hwy 29. My wife Roxy could not attend due to the amount of stress it has placed on her.*

*We are 38 year residents in good community standing of what used to be our peaceful home and of which has now turned into a 24/7 torture chamber. I am here to share the pain and effect the rumble strips have caused to our lives.*

*In less than 2 months we are suffering from stress, anxiety attacks, shaking of hands, loss of sleep, weight loss, chest pain, loss of concentration, depression and despair. This is reality. This is real.*

*Our property has a low valley north of us adding to the volume effects. We suffer the 24/7 violent noise caused by the rumble strips. We are now forced to take nightly medication as well as using a white noise machine to try and suppress the incessant rumbling noise that is penetrating our home and our heads. It does not work.*

*The strips have taken both extremely mental and physical tolls on us. We have been so abused by this that we do not feel our lives are worth living like this. We have gone from happy wife, husband, grandpa and grandma to full blown depression. We cannot and do not understand how possibly saving a life but knowingly and deliberately taking two other innocent lives is humane or any more acceptable. Why are our lives less valuable? The noise is equal to that of water board torture. It is attacking our nervous systems and we are on the brink of nervous breakdown. My chest feels a constant pressure. We cannot concentrate. We average maybe 2-3 hours of sleep per night as we lay awake listening to the same pounding sounds. They penetrate your head and body.*

*We have asked for compromise to help save us from this horrific torture that has been forced on us. But no consideration to our situation is being heard by your leaders. They have all the power to help, still be hero's and help us as well. We are suffering the daily and nightly constant grinding and grating sounds over and over and over. We have begged and pleaded for the county to do the right thing. We have shared the solutions we feel would be of equal safety and a good compromise to all involved, by reducing the speed limit from Lilac Lane to Hwy 29 and adding a solar LED stop sign. Why can't this be tried as an alternative solution to the violent rumble strips?*

*We are only requesting change on the South side of Hwy 29. We are fighting for our sanity and our lives. We are begging and pleading for your help. Rumble strips do not belong next to our home. This is real. We are in pain and we cannot go on living like this. There are alternative solutions. We are not asking that you change all places rumble strips were installed but to please help those of us out where it has had a horrific impact on our physical and mental well-being.*

Lastly,

*As you go to sleep tonight and maybe kiss your spouse a peaceful goodnight. I want you to take a moment to pray for Roxy and I as we now have to turn on a white noise machine and take sleep aides never needed before. I will rub her head to try and comfort her into falling asleep and to try to get her the rest needed to fight not one but two brain tumors. I myself will stare at the ceiling fighting to fall asleep and pray we can survive another night*

*I hope our lives matter to you? May God be with you in helping you do the right thing!"*

Bonnie Lee - 3759 Park Rd., Greenleaf

Lee informed she spoke with Fontecchio about the state recommended 500' from residential homes for rumble strips. She wasn't asking for all rumble strips to be removed, just the ones that impact those within close difference. Fontecchio questioned what number would they make that so she posed the question to the committee, if this was their homes, what would be acceptable, what would they be willing to live with?

Jeff Ambrosius - 151 Orlando Dr., De Pere

Ambrosius stated rumble strips went in about April, he thought he could get used to them but hadn't. When the Packers were playing, it was steady for 3-hours straight. You can't sleep, open your windows, or sit on your porch. He was asking that maybe look at flashing lights or something else as an alternative. He questioned what it did to their property values? Was Brown County willing to drop their property values so they pay less taxes because he felt their homes were now worth less money? He questioned if it was in front of their homes, would that bother them or would they say it was the way it was as they were trying to save someone texting or driving drunk.

Don Coenen - 1486 County Line Rd., De Pere

Coenen stated rumbles strips were all they heard and it was ridiculous. They can't sleep or open windows, it doesn't get better. He knew U and EE was a bad one, rumble strips don't stop them, he sees it all the time. How do you sell your place and questioned if it could be moved closer to the stop sign?

Lonnie Swaney - 2027 Grant St.

Swaney had a rumble strip right in front of his house. He's lived there for 29 years and has never been so disturbed in his life. His son can't sleep at night. He would appreciate it if they would consider cutting them out and not filled in with blacktop.

Paul Roffers - 2024 Grant St.

Roffers has been living in his home since 1976 and he had two rumble strips on his property line and a third not far off. The airplanes don't make noise like the strips do. They were terrible and something had to be done. You could have rumble strips from the highway to Packerland and people would not slow down. Trucks hauling gravel to the quarry and put their Jake breaks on, it was a terrible sound and he was hard of hearing.

**Motion made by Supervisor Deslauriers, seconded by Supervisor Dantine to return to regular order of business.**

**Vote taken. MOTION CARRIED UNANIMOUSLY**

Deslauriers stated this had been discussed since July 2018 and he had appealed to the Highway Commissioner and County Executive. He had done everything he possibly could and what he was left with was having the County Board make a policy statement of what the County Board felt was acceptable. The Highway Commissioner had the authority to implement safety standards in any way he seemed fit. He had that statutory authority, they could not infringe upon it. This committee has heard from countless sources, different state organizations, the problems with locating rumble strips in close proximity of homes. Although he had a pile of those standards he wanted it noted in the record that the National Cooperative Highway Research program was considered one of the best sources for information and they make a number of determinations on transverse rumble strips. To be clear he was not talking about edge line or center line rumble strips that were only errant vehicles are hitting and creating noise. He was talking about only transverse rumble strips in the roadway that every single car passes over three sets of rumble strips. The National Cooperative Highway Research program use of rumble strips to enhance safety a synthesis of highway practice. Most highway agencies reported that they have considered the noise problem to be serious enough that they had adopted policy against the use of rumble strips in residential areas. Thus rumble strips in the traveled way may not be desirable at any location near residences. Noise complaints are especially likely from residents adjacent to rumble strips installed in the travel way because every vehicle or nearly every vehicle on the roadway crosses the rumble

strip. During daytime hours noise generated by rumble strips may be nearly a nuisance to nearby residents but at night the sound of vehicles traversing the rumble strip may prevent residence from sleeping. Rumble strips on shoulders are less likely than rumble strips in the travel way to disturb nearby residence because noise is generated only by errant vehicles, not by everyone. It may be acceptable to use shoulder rumble strips in urban freeways in residential areas if the residents are far enough from the freeway or a noise barrier is provided. Several highway agencies commented on the importance of avoiding the temptation to use rumble strips when they are not needed. If every intersection had rumble strips on its approach is rumble strips would soon lose their ability to focus the attention of the motorist on an unexpected hazard. This could generally reduce the effectiveness of rumble strips at all locations including the locations where they are truly needed. The ability to gain the motorists attention results because passing over rumble strip an unusual experience. Furthermore many of the potential adverse effects of rumble strips discussed above would be less of a concern if rumble strips were not overused. Rumble strips placed in the travel way in residential areas may be objectionable to nearby residents because of the noise generated by vehicles continuously passing over the rumble strips.

The standards for rumble strips setback vary from the very most lenient standard that he can find anywhere was 500' and they go up from there. One standard that was repeated by many agencies was concerning further guidance on ways to minimize the impact of shoulder rumble strips on nearby residence, "concerning further guidance on ways to minimize the impact of shoulder rumble strips on nearby residents, consideration should be given to terminating the rumble strips 656 ft (200 m) prior to residential/urban areas. This threshold value is based upon studies that showed when rumble strips were terminated 656 ft (200 m) prior to residential or urban areas, the noise impacts proved tolerable to nearby residents; also at a distance of 1,640 ft (500 m), the noise generated from rumble strips is negligible." He felt no one suggested other low cost, low or no impact counter measures available in the toolbox that rumble strips be the item to go to. Every regulation he could find said all other countermeasures must be proven ineffective before transverse rumble strips in close proximity in homes is considered. Something as simple as a painted white line at an intersection, at the stop sign, reduces serious and fatal accidents by 19%. Something as simple as an LED lit stop sign, which Fontecchio stated they don't use in Wisconsin. An LED stop sign was put in in Shirley and whether the middle of the day or at night, it was a highly visible marker. Those had an effective, reduction in serious and fatal accidents of 35%. He felt they were not at the point where they needed to use this nuclear option because they were not out of other low cost, low or no impact countermeasures for the residents. Rumble strips were low frequency, highly invasive noise that was 24/7 sporadic, unpredictable, and not constant road noise but an incessant assault every time they went over the rumble strip. It interrupted sleep which had dire health consequences. He can't anyone in the US implementing a systematic implementation of rumble strips in this fashion. If there was one, he didn't know, he can't find anything. The reason Deslauriers chose 500' was it was the most lenient stated standard that he could find and he thought it struck a compromise. He wasn't asking for the most restrictive.

Tran informed Supervisor Lefebvre could not be in attendance but was in support of removing rumble strips and questioned why they didn't try a 4-way stop first.

Kaster didn't think there was anything more sacred than a person's property and their home. He knew the Highway Commissioner wasn't doing this to be mean or to target anyone. It was a burden of his to try to find a way to save some lives and this was the way he's gone, which Kaster didn't agree with. Kaster lived on GV and Bellevue and at one time there were rumble strips on the corner of GV and Heritage Road that he could hear just about any night, a couple miles away from him. They removed them but he always questioned how people could sleep with them right in front of their homes. As for drivers, he rides a motorcycle and thought about quitting because people drive through stop signs and red lights. He would entertain exploring different ways of doing things before going in this direction. He has said this before, if they were in front of his house he would be wild.

With regard to the proposed motion, Hemery informed that typically a supervisor would draft a resolution or he would by the direction of the committee and brought back to committee, more often than not there were changes and once the committee was satisfied they approved and County Board took it up. He didn't want to continue to deviate from what the County code says and what the procedures were unless they were a true urgent matter. Deslauriers informed this had been discussed since July 2018 and he didn't want to delay another month as it was a huge impact to residents. Going forward Hemery stated they had to start following their code and if there was possibly a fiscal affect removing rumble strips. Weininger informed this was a sense of the body resolution and he didn't assign fiscals usually.

Van Dyck spoke in support of the motion of a resolution. He agreed with Kaster, he understood the authority the director had but didn't necessarily appreciate the fact that one individual had the ability to make those type of decisions that affect the number of residents these seem to be affecting. He would hope that if the directive of the board would be to not do this that the director would then at least take that into consideration. He asked that at what point in time do they take their authority into account and serve the residents that were showing up and complaining about the rumble strips. He understood the need but they weren't going to stop them all and his fear, they could put rumble strips on intersection after intersection, was that what they really wanted in Brown County.

Tran wholeheartedly supported what Van Dyck stated, a resolution was more permanent. She had a lot of respect for Fontecchio, he was a good person and wasn't doing this to hurt anyone purposely but this was a compromise. People weren't saying take it away completely but asking to remove it away from their homes, the 500' recommended by the state DOT.

Dantinne will support, he was a town chairman about 25 years ago and they put in rumble strips at Finger Rd and T and residents complained and it lasted about 3-years. They were very noisy and he can simplify.

**Motion made by Supervisor Deslauriers, seconded by Supervisor Kaster that Planning, Development and Transportation Committee direct Corporation Counsel to create a resolution with appropriate supporting whereas language for consideration at the November County Board meeting that the County Board recommends the following: That Brown County not install transverse rumble strips within 500' of homes and that Brown County remove transverse rumble strips within 500' of homes. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**5. Communications from Supervisors Schadewald and Deslauriers: That a handicap accessible Family Bathroom be built in:**

- a. All new Brown County facilities that include a public restroom.
- b. Existing Brown County facilities during any public restroom renovation project.

*The Family (or single-stall) Restroom, usually located adjacent to the traditional 'Mens' and 'Womens' restrooms, is a separate facility which accommodates all ages, of either sex, along with their caregiver as needed. Referred from October County Board.*

**Motion made by Supervisor Deslauriers, seconded by Supervisor Tran to refer this to staff to report back to PD&T in January a family bathroom plan. Vote taken. MOTION CARRIED UNANIMOUSLY.**

**6. Communication from Supervisor Tran re: Review and possible action on safety standards for retention ponds (storm water ponds) and rodent controls. *Referred from October County Board.***

**Motion made by Supervisor Tran, seconded by Supervisor Deslauriers to open the floor to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.**

Erickson informed the county doesn't own retention ponds, the county did not have zoning and the municipalities determine what went on them.

Kris Riley – 5941 Ponderosa Cir., Wisconsin Rapids, WI

Riley informed she was the aunt of Dylun Tapio, the 12-year old who died in the retention pond in Kaukauna. She had provided a written proposal (attached) re: Proposed Legislation Regarding the Safety Measures of Retention/Detention Ponds, aka "Dylun's Law" and informed she had submitted it to several legislatures across the state requesting they review it and consider it however they need to to pass it on to municipalities, to county districts, to whoever will listen to provide safety measures so they can prevent this from happening to other people. She was asking for reasonable, low cost things that had been suggested by liability companies and people who build pools, etc. She was asking for safety measures in place for manmade retention ponds.

Van Dyck encouraged that lost control be present at the next meeting. He worked for a company with multiple ponds and lakes and he felt there were liability questions that needed to be addressed. It was a complicated issue and it might help to get some input.

**Motion made by Supervisor Tran, seconded by Supervisor Deslauriers to hold until November PD&T. Vote taken. MOTION CARRIED UNANIMOUSLY.**

#### Airport

7. Director's Report
- a. 12+ Hour Shift Report.
  - b. Open Position Report.
  - c. Honor Flight Recap.
  - d. Annual FAA Certification Inspection.
  - e. Delta Sky Club "Pop Up"
  - f. Construction Projects.
    - i. Exit Lane Breach Control (ELBC).
    - ii. East Ramp Expansion to the West.

Motion made by Supervisor Tran, seconded by Supervisor Deslauriers to receive and place on file. Vote taken.  
MOTION CARRIED UNANIMOUSLY.

#### Public Works

8. Summary of Operations.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to receive and place on file. Vote taken.  
MOTION CARRIED UNANIMOUSLY.

9. Director's Report.

Motion made by Supervisor Dantine, seconded by Supervisor Deslauriers to receive and place on file. Vote taken.  
MOTION CARRIED UNANIMOUSLY.

#### Port and Resource Recovery

10. Director's Report.

Motion made by Supervisor Deslauriers, seconded by Supervisor Dantine to receive and place on file. Vote taken.  
MOTION CARRIED UNANIMOUSLY.

#### Planning Commission

11. Resolution Authorizing Submittal of an Application for the Community Development Block Grant – Housing Program for Small Cities.

Motion made by Supervisor Dantine, seconded by Supervisor Tran to approve. Vote taken. MOTION CARRIED UNANIMOUSLY.

#### Extension

- ~~12. Director's Report.~~

#### Other

13. Acknowledging the bills.

Motion made by Supervisor Tran, seconded by Supervisor Dantine to acknowledge receipt of the bills. Vote taken. MOTION CARRIED UNANIMOUSLY.

14. Such other matters as authorized by law. None.

15. Adjourn.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to adjourn at 10:52 pm. Vote taken.  
MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,  
Alicia A. Loehlein, Administrative Coordinator

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PORT & RESOURCE RECOVERY DEPARTMENT

*Brown County*

2561 SOUTH BROADWAY  
GREEN BAY, WI 54304

PHONE: (920) 492-4950 | FAX: (920) 492-4957

DEAN R. HAEN

DIRECTOR

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## MINUTES OF THE BROWN COUNTY HARBOR COMMISSION

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A meeting was held on **Monday, September 9th, 2019**  
at the Resource Recovery Facility, 2561 S Broadway, Green Bay, WI 54304

1) Call to Order:

The meeting was officially called to order by Vice President Bryan Hyska at 10:30 am.

2) Roll Call:

Present: Vice President Bryan Hyska  
Commissioner Hank Wallace  
Commissioner Wes Kornowske  
Commissioner Mike Vizer  
Commissioner Tim Feldhausen  
Commissioner Pete Diemer

Excused: President Tom Klimek  
Commissioner Bernie Erickson

Un-Excused: Commissioner Ron Antonneau

Also Present: Dean Haen, Brown County P&RR  
Samantha Jerome, Brown County P&RR  
Chad Doverspike, Brown County P&RR  
Lee Knetter, GLC Minerals  
Jim & Sylvia Graefe, Interested Parties  
Rowland Hoslet, Patrick Engineering

3) Approval/Modification – Meeting Agenda

A motion to approve the Agenda was made by Wes Kornowske and seconded by Mike Vizer. Unanimously approved.

4) Approval/Modification – Minutes of July 29th, 2019 Meeting

A motion to approve the minutes of the July 29th, 2019 meeting was made by Mike Vizer and seconded by Wes Kornowske. Unanimously approved.

5) Announcements/Communications

Dean Haen announced that the Wisconsin Commercial Ports Association meeting was held in August in Manitowoc, WI and the American Great Lakes Ports Association meeting was held in Green Bay this year. Both events were successful.

6) Statement of Funds

Mr. Haen explained that the Statement of Funds was not included in last month's budget assessment. The Port has reserved funds of \$5.8m and it is expected to be reduced to \$5.6m due to activities during 2019. Projected fund balance after 2020 budget activities are expected to increase fund balance to \$6.4M assuming the federal government dredges in the river now that clean-up project will be completed in 2019.

Bryan Hyska mentioned that caution should be taken when budgeting for a large amount of revenue resulting from dredging when the Port does not know for sure the expected income will occur.

Additionally, the 2020 budget was modified at the Executive level to include \$135,000 in 217 funds to fund the beneficial reuse effort. This cost is reimbursable by the U.S. Army Corps of Engineers.

7) Executive Summary of Port Survey

Mr. Haen explained that overall, the port seems to be doing well in terms of public relations survey of stakeholders:

- 77% of stakeholders have a favorable to very favorable impression of the Port
- 65% of respondents believe the Port has a favorable to very favorable reputation in Brown County and Northeast Wisconsin
- More than 70% of respondents answered that the Port is very important to the area's economy
- When asked what is the biggest opportunity for the Port, the most frequent responses were "growth and expansion" (13) and "Pulliam Plant acquisition" (9)
- When asked what the biggest challenge was facing the Port, the most frequent response was "environment, natural resources and water quality"
- When asked what is the most important thing people should know about the Port, the most frequent response was "its economic impact"
- 70% of respondents stated they would like to see Renard Island used for silent sports (kayaking, canoeing, biking, walking)
- Just over 74% of respondents indicated they believe that if C Reiss Coal moves, then it would be a desirable location for another Port user
- When asked what is most important to the growth of NE Wisconsin, the top answers were "keeping our waterways clean" and "attracting new business to the area"

- According to survey results, the most used Port resources are the Port n' News newsletter, the website and social media

Hank Wallace suggested that in the future, the Port should pursue the opinions of the community in order to get a better picture of public relations in the eyes of those not invested.

Mike Vizer commented on the fact that out of 600 surveys sent out, the Port only received 82 responses, which could have an effect on the validity of the responses.

8) Status of Pulliam Plant Property

Mr. Haen explained that county planning continues to work on a plan to obtain the property. The county has met with GLC Minerals, Flint Hills Resources, U.S. Venture and C. Reiss Coal to share the concepts for the Pulliam Plant property in order to find out what works and what doesn't. The meetings have resulted in continues modifications to the concept design. Representative Steffen and Senator Cowles have been working to put in state money to fund due diligence activities on the property.

9) Beneficial Reuse Project

Mr. Haen explained the results of the RFP put out for the beneficial reuse project as well as the scoring method for awarding points. Scoring was based on the following criteria: experience, organizational/staff capabilities and qualifications, scope of services, pricing and references/interviews/presentations. GEI Consultants was awarded the contract.

10) Renard Island End-Use Plan

Mr. Haen updated the commissioners on the status of the Ho-Chunk Nation in regards to Renard Island. Later in September, representatives from the Ho-Chunk Nation will be presenting the plan to their council for approval.

11) Tonnage Report

Mr. Haen announced that July's tonnage was up as well as the number of ships that moved through the Port. This could be because of the high water levels and in turn, ships are able to carry more cargo. It looks as if the Port is on track to have a higher tonnage than the previous year, for the fourth year in a row.

12) Director's Report

Mr. Haen announced that there had been a recent issue with a local bridge closing and the Port and a terminal not being notified directly and having to rely on the U.S. Coast Guard Notice to Mariners bulletin. This closure resulted in an incoming shipment being delayed and the port terminal incurring demurrage charges.

13) Acknowledgement of Bills

A motion to acknowledge the payment of bills was made by Hank Wallace and seconded by Tim Feldhausen. Unanimously approved.

- 14) Such Other Matters as Authorized by Law  
No other matters.

- 15) Adjourn  
**A motion to adjourn the Harbor Commission meeting at 11:31 am was made by Mike Vizer and seconded by Wes Kornowske. Unanimously approved.**

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Tom Klimek, President  
Harbor Commission

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Dean R. Haen, Director  
Port & Resource Recovery Department

PORT & RESOURCE RECOVERY DEPARTMENT

*Brown County*

2561 SOUTH BROADWAY  
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DEAN R. HAEN

DIRECTOR

---

## PROCEEDINGS OF THE BROWN COUNTY SOLID WASTE BOARD

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A regular meeting was held on **Monday, September 16th, 2019**  
at the Brown County Resource Recovery Facility, 2561 S Broadway, Green Bay, WI 54304

1) Call to Order:

The meeting was called to order by Solid Waste Board Chair John Katers at 2:30 pm.

2) Roll Call:

Present:	John Katers, Chair Mark VandenBusch, Vice-Chair Norb Dantine Doug Martin Bud Harris
Excused:	Michael Lefebvre Mike VanLanen Bill Seleen
Un-Excused:	Dave Landwehr
Also Present:	Dean Haen, Brown County P&RR Mark Walter, Brown County P&RR Chad Doverspike, Brown County P&RR Samantha Jerome, Brown County P&RR Chris Anderson, Foth Krystal Clark, Foth Brian Roebke, Wrightstown Spirit Michael Geiger, Town of Holland Sean Gehin, Village of Allouez

3) Approval/Modification – Meeting Agenda

A motion to approve the agenda was made by Norb Dantine and seconded by Doug Martin. Unanimously approved.

4) Approval/Modification – Meeting Minutes of May 20, 2019

A motion to approve the July 29, 2019 meeting minutes was made by Bud Harris and seconded by Doug Martin. Unanimously approved.

5) Announcements/Communications

Dean Haen announced that Norb Dantine, Mike VanLanen and Doug Martin have agreed to another term on the Solid Waste Board. In addition, the Resource Recovery

2

Department will be holding its annual Customer Appreciation Days on September 17<sup>th</sup> at the Waste Transfer Station and September 18<sup>th</sup> at the Recycling Transfer Station.

6) Transfer Station Overhead Signs

Mr. Haen stated that since there was some money left over in the budget from the overall transfer station upgrade project, the funds will be used to construct overhead signs.

Chad Doverspike explained that the overhead signs will be electronic LED, extend over all lanes and will direct new customers to which lane to go in. Signs such as these are used at other landfills as well.

**A motion to approve the bid from Elevate 97 Colortech for \$49,024 for the overhead signs was made by John Katers and seconded by Mark Vandebusch. Unanimously approved.**

7) 2020 Budget Statement of Funds

Mr. Haen explained that there have been some minor movements within the proposed but no major changes in the budget. The Resource Recovery department originally wanted to raise the tipping fee by the unused portion of last year's CPI in addition to this year's CPI but were unable to do so unless the municipalities' current Solid Waste Agreements were amended to allow for this type of increase. The tipping fee will increase by the June to June CPI of 1.44%.

Mr. Haen also stated that he is in the process of determining the best strategy to use the rate stabilization fund over the first several years the South landfill opens to lessen the full \$8/ton increase as a result of opening the new facility.

8) South Landfill

Mr. Haen announced that the department has received WDNR wetland approval. The Plan of Operation cannot be submitted for final approval until all permits have been obtained. Currently, the department is waiting on the Corp of Engineers' wetland permit as well as the WDNR air permit. Potable water wells adjacent to the landfill will begin to be tested.

Mr. Doverspike stated that contractors are excavating clay out of the south landfill and this activity is helping pay for surveying costs.

9) Foth Contract Extension

Mr. Haen stated the department is interested in extending their contract with Foth for another three years. Foth has agreed to the additional three years with no increase in billable hour rates. Staff believes it is in the best interest of Brown County to have the South Landfill designing and permitting engineers build the landfill and be under contract for the first year of operation.

10) Director's Report

Mr. Haen announced that in early October there will be radio advertisements for HMR. Transfer station tonnage continues to be high as well. A new solid waste agreement between Outagamie, Brown and Winnebago counties will be crafted next year.

Mark Walter stated that recycling markets have stabilized, although at the lowest level they have been in quite a while. The markets will hopefully go back up in about a year.

- 11) Such other Matters as Authorized by Law  
No other matters.

- 12) Adjourn  
**A motion to adjourn was made by Norb Dantine and seconded by John Katers.**  
Unanimously approved. Meeting adjourned at 3:10 pm.

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John Katers, Chairman  
Solid Waste Board

Dean R. Haen, Director  
Port & Resource Recovery Department

**Brown County  
Airport  
Budget Status Report  
October-19**

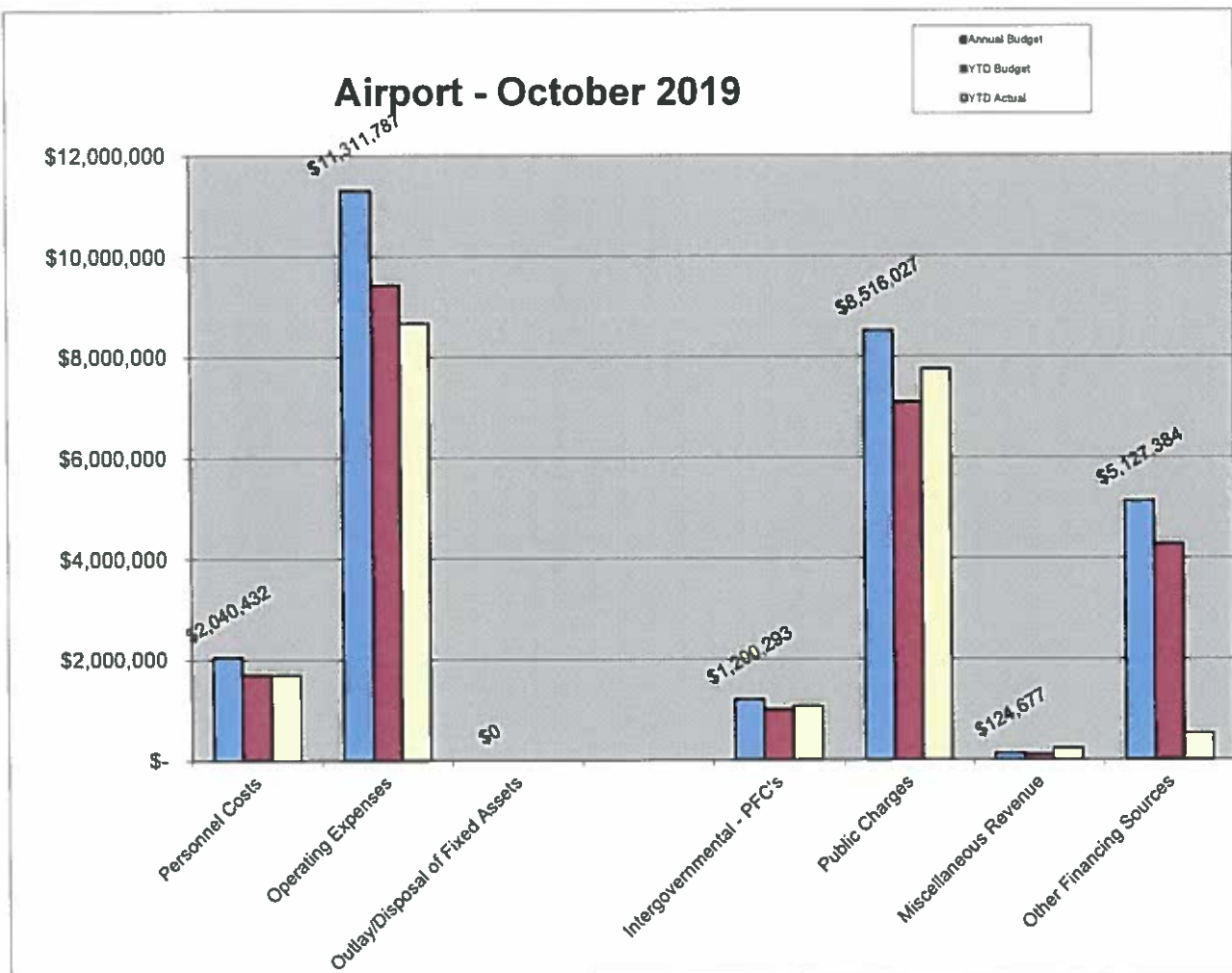
	Annual Budget	YTD Budget	YTD Actual
Personnel Costs	\$2,040,432	\$1,700,360	\$1,685,823
Operating Expenses	\$11,311,787	\$9,426,489	\$8,669,706
Outlay/Disposal of Fixed Assets	\$0	\$0	\$0
Intergovernmental - PFC's	\$1,200,293	\$1,000,244	\$1,055,267
Public Charges	\$8,516,027	\$7,096,689	\$7,751,711
Miscellaneous Revenue	\$124,677	\$103,898	\$221,321
Other Financing Sources	\$5,127,384	\$4,272,820	\$517,487

**HIGHLIGHTS**

Operating Expenses are tracking approximately 8% below budget and Public Charges are tracking approximately 8% above budget.

October 2019 passenger traffic was up 12.4% over October 2018.

YTD passenger traffic is up 10/1%



**Brown County - Planning  
Budget Status Report  
August 31, 2019**

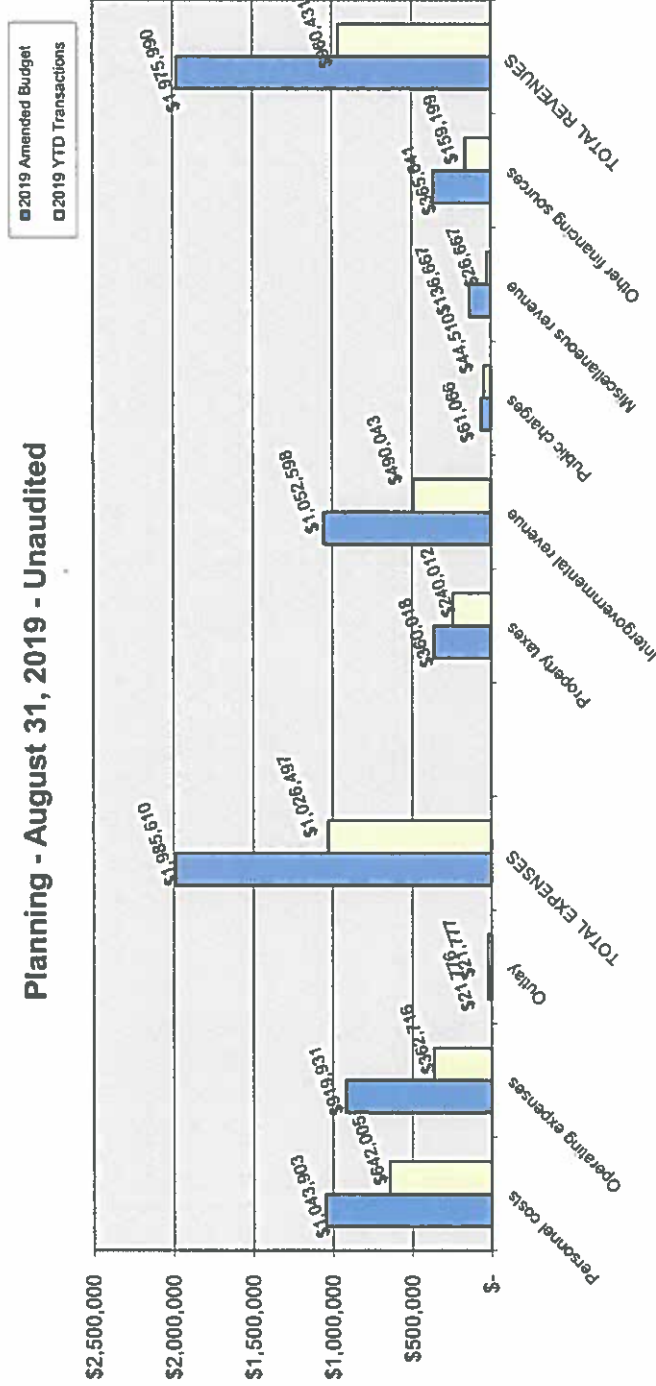
	2019 YTD		2018 Amended		2018 YTD	
	Budget	Transactions	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 1,043,903	\$ 642,005			\$ 952,817	\$ 546,652
Operating expenses	\$ 919,931	\$ 362,716			\$ 838,717	\$ 380,575
Outlay	\$ 21,776	\$ 21,777			\$ 21,887	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 1,985,610</b>	<b>\$ 1,026,497</b>			<b>\$ 1,813,421</b>	<b>\$ 927,227</b>
Property taxes	\$ 360,018	\$ 240,012			\$ 363,314	\$ 242,209
Intergovernmental revenue	\$ 1,052,598	\$ 490,043			\$ 963,731	\$ 464,385
Public charges	\$ 61,066	\$ 44,510			\$ 54,500	\$ 41,277
Miscellaneous revenue	\$ 136,667	\$ 26,667			\$ 56,667	\$ 26,767
Other financing sources	\$ 365,641	\$ 159,199			\$ 364,152	\$ 110,006
<b>TOTAL REVENUES</b>	<b>\$ 1,975,990</b>	<b>\$ 960,431</b>			<b>\$ 1,802,364</b>	<b>\$ 884,645</b>

**HIGHLIGHTS:**

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.

**Planning - August 31, 2019 - Unaudited**



7

Brown County - Planning  
Budget Status Report  
September 30, 2019

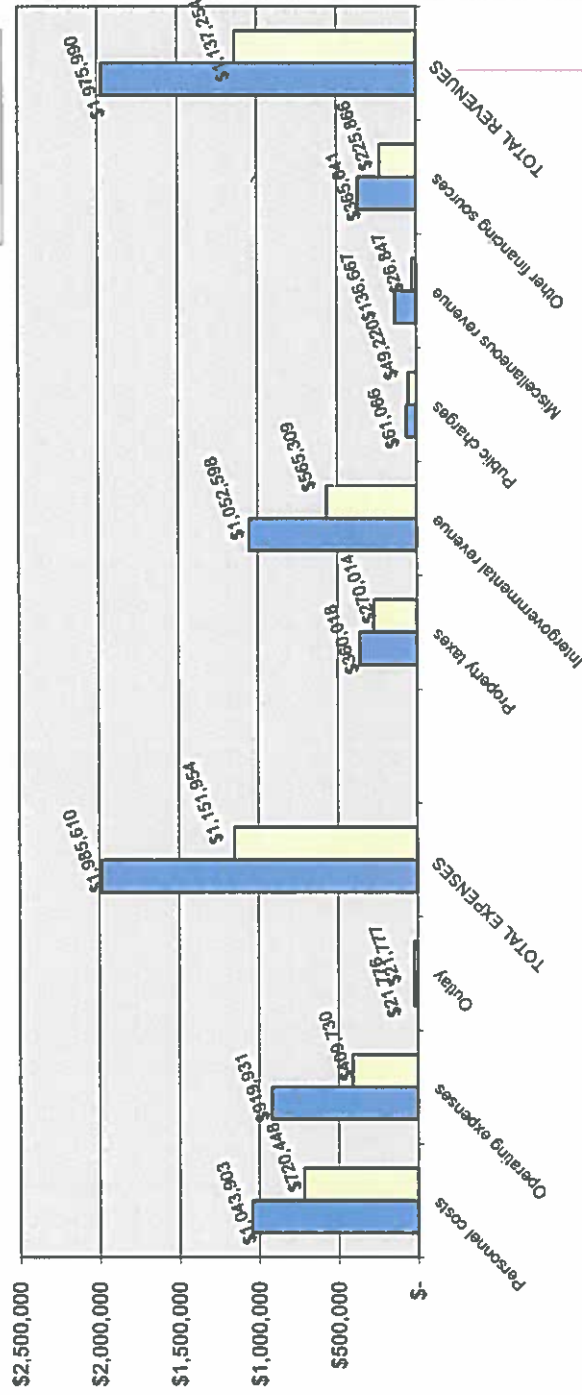
	2019 Amended	2019 YTD	2018 Amended	2018 YTD
	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 1,043,903	\$ 720,448	\$ 952,817	\$ 619,726
Operating expenses	\$ 919,931	\$ 409,730	\$ 838,717	\$ 422,460
Outlay	\$ 21,776	\$ 21,777	\$ 21,887	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 1,985,610</b>	<b>\$ 1,151,954</b>	<b>\$ 1,813,421</b>	<b>\$ 1,042,186</b>
Property taxes	\$ 360,018	\$ 270,014	\$ 363,314	\$ 272,486
Intergovernmental revenue	\$ 1,052,598	\$ 565,309	\$ 963,731	\$ 524,208
Public charges	\$ 61,066	\$ 49,220	\$ 54,500	\$ 44,977
Miscellaneous revenue	\$ 136,667	\$ 26,847	\$ 56,667	\$ 26,767
Other financing sources	\$ 365,641	\$ 225,866	\$ 364,152	\$ 175,174
<b>TOTAL REVENUES</b>	<b>\$ 1,975,990</b>	<b>\$ 1,137,254</b>	<b>\$ 1,802,364</b>	<b>\$ 1,043,612</b>

**HIGHLIGHTS:**

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.

**Planning - September 30, 2019 - Unaudited**



Brown County - Planning  
Budget Status Report  
October 31, 2019

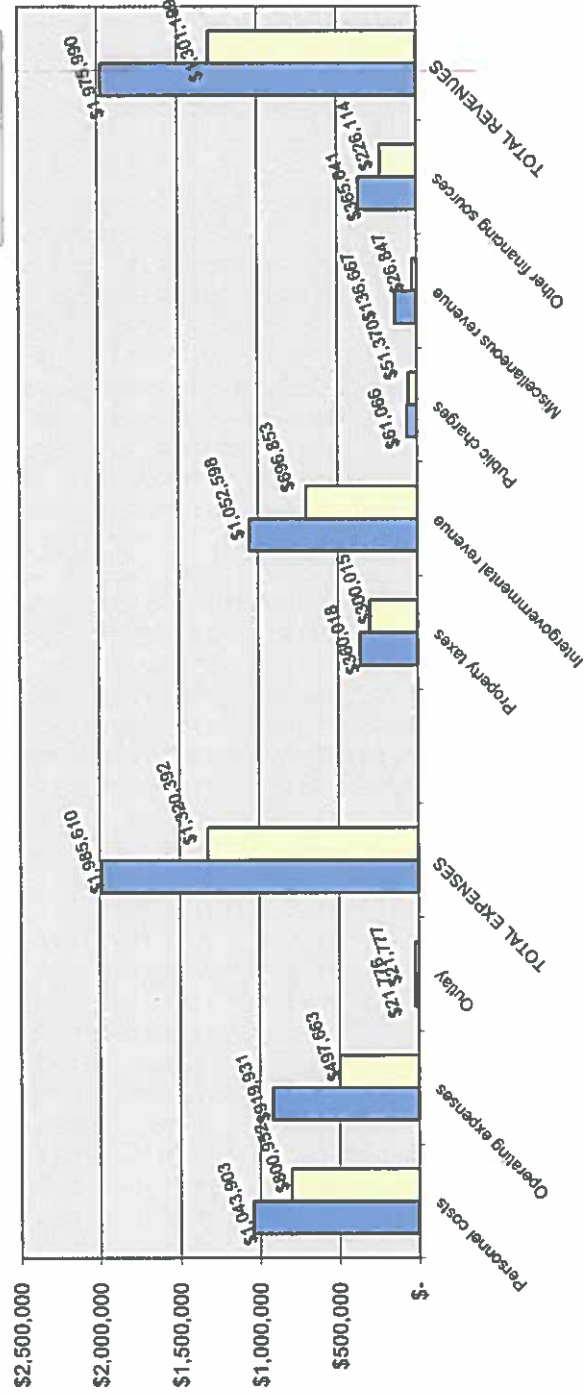
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 1,043,903	\$ 800,952	\$ 952,817	\$ 692,772
Operating expenses	\$ 919,931	\$ 497,663	\$ 838,717	\$ 464,741
Outlay	\$ 21,776	\$ 21,777	\$ 21,887	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 1,985,610</b>	<b>\$ 1,320,392</b>	<b>\$ 1,813,421</b>	<b>\$ 1,157,513</b>
Property taxes	\$ 360,018	\$ 300,015	\$ 363,314	\$ 302,762
Intergovernmental revenue	\$ 1,052,598	\$ 696,853	\$ 963,731	\$ 563,563
Public charges	\$ 61,066	\$ 51,370	\$ 54,500	\$ 52,982
Miscellaneous revenue	\$ 136,667	\$ 26,847	\$ 56,667	\$ 26,767
Other financing sources	\$ 365,641	\$ 226,114	\$ 364,152	\$ 197,481
<b>TOTAL REVENUES</b>	<b>\$ 1,975,990</b>	<b>\$ 1,301,199</b>	<b>\$ 1,802,364</b>	<b>\$ 1,143,556</b>

**HIGHLIGHTS:**

**Expenditures:** All categories are progressing as anticipated.

**Revenues:** All categories are at or near expectations.

**Planning - October 31, 2019 - Unaudited**



**Brown County - Property Listing**  
**Budget Status Report**  
**August 31, 2019**

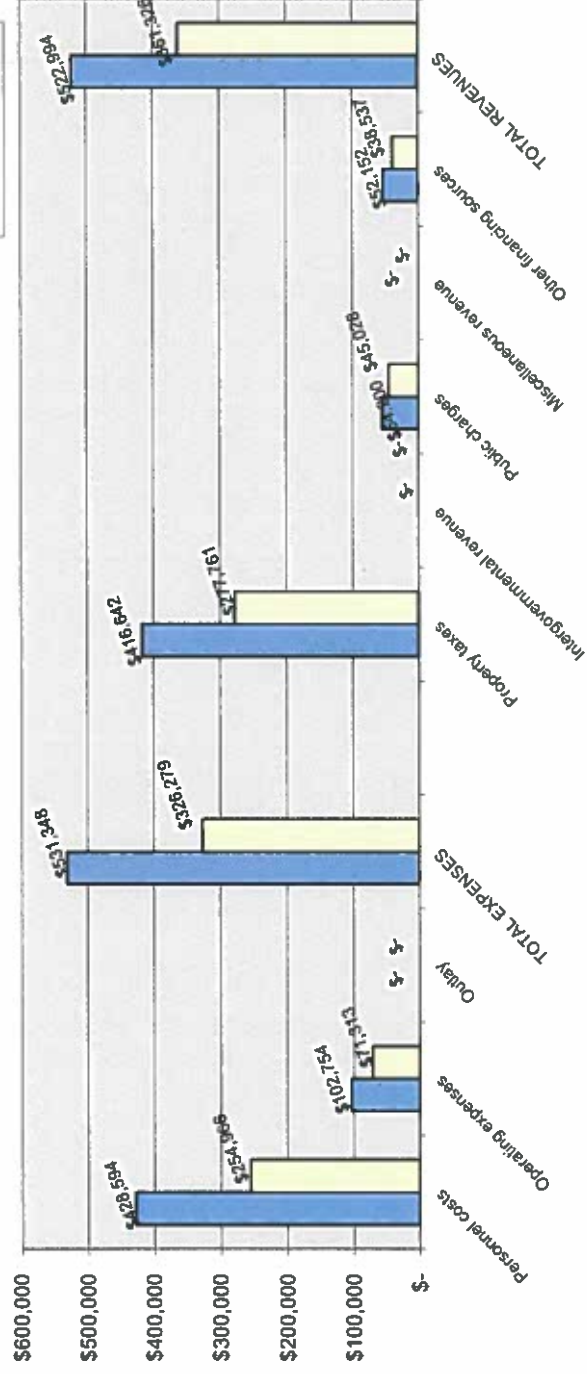
	2019 Amended	2019 YTD	2018 Amended	2018 YTD
	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 428,594	\$ 254,966	\$ 424,460	\$ 240,862
Operating expenses	\$ 102,754	\$ 71,313	\$ 107,376	\$ 77,016
Outlay	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 531,348</b>	<b>\$ 326,279</b>	<b>\$ 531,836</b>	<b>\$ 317,878</b>
Property taxes	\$ 416,842	\$ 277,761	\$ 417,116	\$ 278,077
Intergovernmental revenue	\$ -	\$ -	\$ 3,000	\$ -
Public charges	\$ 54,200	\$ 45,028	\$ 52,750	\$ 48,527
Miscellaneous revenue	\$ -	\$ -	\$ -	\$ 300
Other financing sources	\$ 52,152	\$ 38,537	\$ 52,182	\$ 38,799
<b>TOTAL REVENUES</b>	<b>\$ 522,994</b>	<b>\$ 361,326</b>	<b>\$ 525,048</b>	<b>\$ 365,703</b>

**HIGHLIGHTS:**

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.

**Property Listing - August 31, 2019 - Unaudited**



**Brown County - Property Listing  
Budget Status Report  
September 30, 2019**

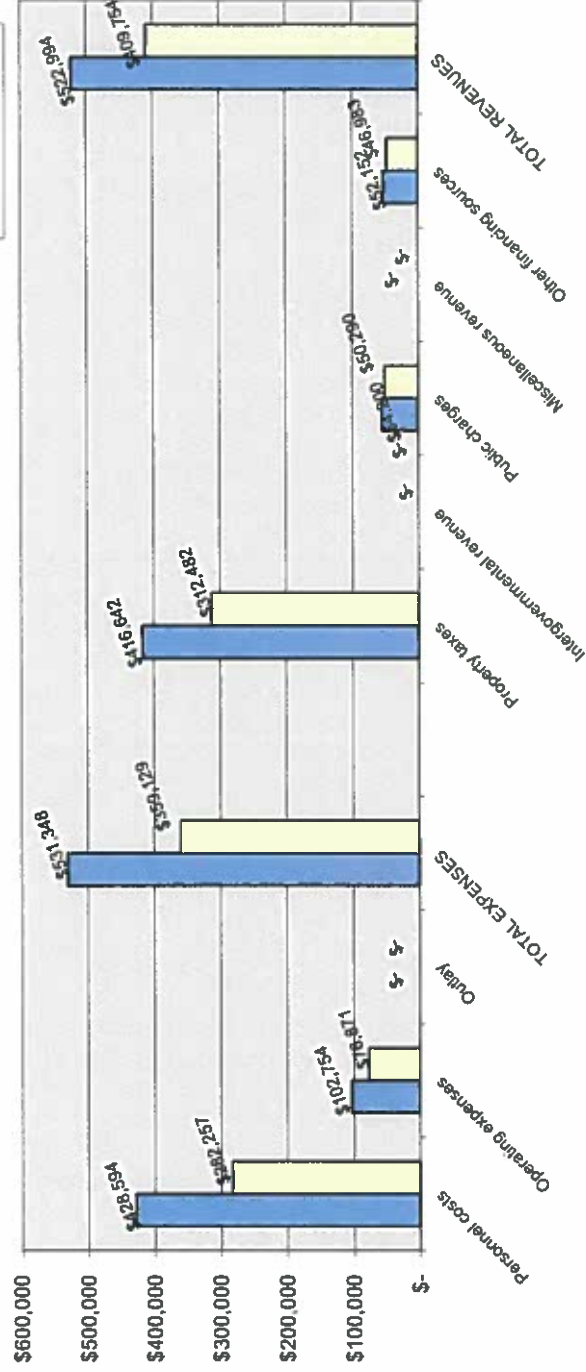
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 428,594	\$ 282,257	\$ 424,460	\$ 272,870
Operating expenses	\$ 102,754	\$ 76,871	\$ 107,376	\$ 84,321
Outlay	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 531,348</b>	<b>\$ 359,129</b>	<b>\$ 531,836</b>	<b>\$ 357,191</b>
Property taxes	\$ 416,642	\$ 312,482	\$ 417,116	\$ 312,837
Intergovernmental revenue	\$ -	\$ -	\$ 3,000	\$ -
Public charges	\$ 54,200	\$ 50,290	\$ 52,750	\$ 52,131
Miscellaneous revenue	\$ -	\$ -	\$ -	\$ 300
Other financing sources	\$ 52,152	\$ 46,983	\$ 52,182	\$ 58,050
<b>TOTAL REVENUES</b>	<b>\$ 522,994</b>	<b>\$ 409,754</b>	<b>\$ 525,048</b>	<b>\$ 423,317</b>

**HIGHLIGHTS:**

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.

**Property Listing - September 30, 2019 - Unaudited**



5

**Brown County - Property Listing  
Budget Status Report  
October 31, 2019**

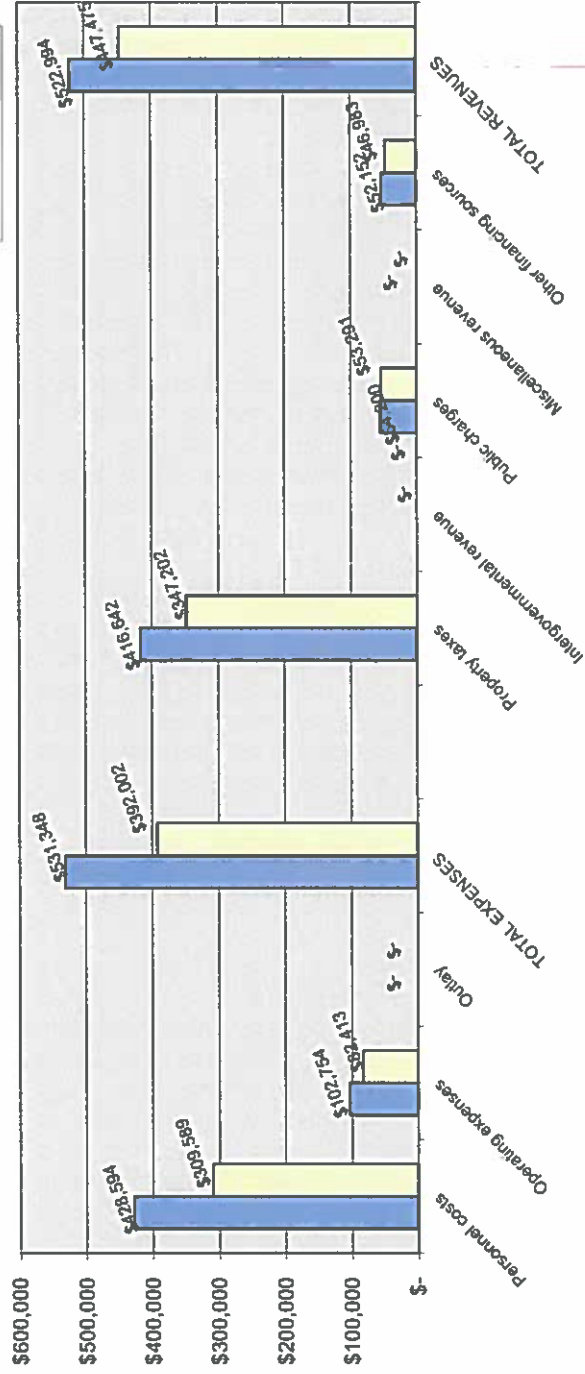
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 428,594	\$ 309,589	\$ 424,460	\$ 306,186
Operating expenses	\$ 102,754	\$ 82,413	\$ 107,376	\$ 90,022
Outlay	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 531,348</b>	<b>\$ 392,002</b>	<b>\$ 531,836</b>	<b>\$ 396,207</b>
Property taxes	\$ 416,642	\$ 347,202	\$ 417,116	\$ 347,597
Intergovernmental revenue	\$ -	\$ -	\$ 3,000	\$ -
Public charges	\$ 54,200	\$ 53,291	\$ 52,750	\$ 55,138
Miscellaneous revenue	\$ -	\$ -	\$ -	\$ 300
Other financing sources	\$ 52,152	\$ 46,983	\$ 52,182	\$ 58,913
<b>TOTAL REVENUES</b>	<b>\$ 522,994</b>	<b>\$ 447,475</b>	<b>\$ 525,048</b>	<b>\$ 461,947</b>

**HIGHLIGHTS:**

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.

**Property Listing - October 31, 2019 - Unaudited**



**Brown County - Zoning  
Budget Status Report  
August 31, 2019**

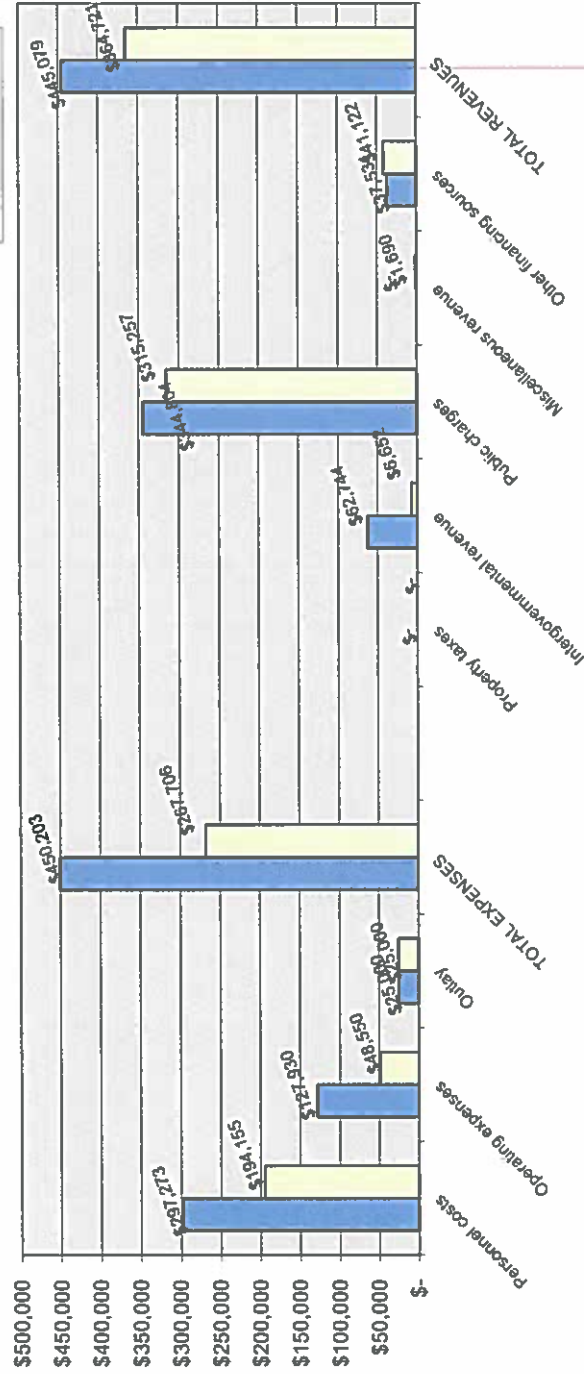
	2019 Amended		2019 YTD		2018 Amended		2018 YTD	
	Budget	Transactions	Budget	Transactions	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 297,273	\$ 194,155			\$ 298,699	\$ 183,379		
Operating expenses	\$ 127,930	\$ 48,550			\$ 124,561	\$ 51,592		
Outlay	\$ 25,000	\$ 25,000			\$ 25,000	\$ -		
<b>TOTAL EXPENSES</b>	<b>\$ 450,203</b>	<b>\$ 267,706</b>			<b>\$ 448,260</b>	<b>\$ 234,971</b>		
Property taxes	\$ -	\$ -			\$ -	\$ -		
Intergovernmental revenue	\$ 62,744	\$ 6,652			\$ 62,502	\$ 3,740		
Public charges	\$ 344,804	\$ 315,257			\$ 368,282	\$ 331,839		
Miscellaneous revenue	\$ -	\$ 1,690			\$ -	\$ 1,450		
Other financing sources	\$ 37,531	\$ 41,122			\$ 13,308	\$ 4,002		
<b>TOTAL REVENUES</b>	<b>\$ 445,079</b>	<b>\$ 364,721</b>			<b>\$ 444,092</b>	<b>\$ 341,031</b>		

**HIGHLIGHTS:**

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.

**Zoning - August 31, 2019 - Unaudited**



Brown County - Zoning  
Budget Status Report  
September 30, 2019

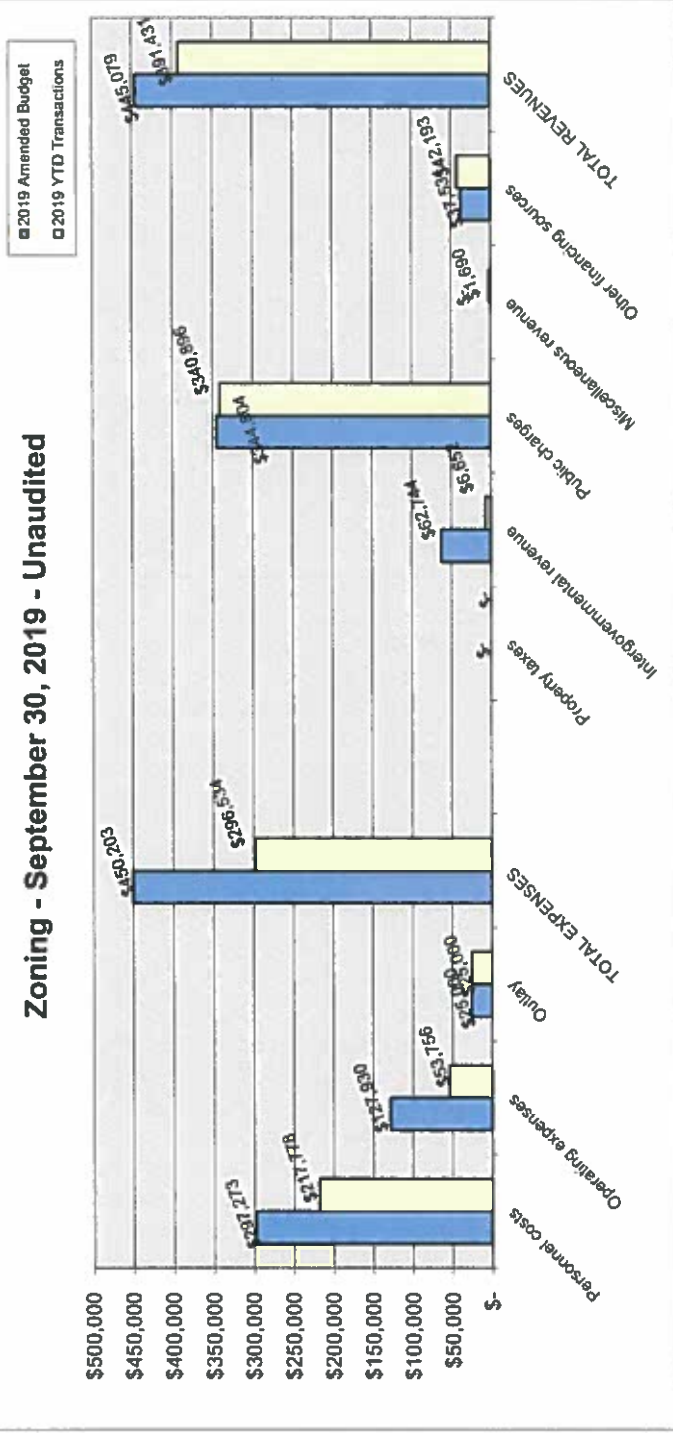
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 297,273	\$ 217,778	\$ 298,699	\$ 206,513
Operating expenses	\$ 127,930	\$ 53,756	\$ 124,561	\$ 56,855
Outlay	\$ 25,000	\$ 25,000	\$ 25,000	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 450,203</b>	<b>\$ 296,534</b>	<b>\$ 448,260</b>	<b>\$ 263,369</b>
Property taxes	\$ -	\$ -	\$ -	\$ -
Intergovernmental revenue	\$ 62,744	\$ 6,652	\$ 62,502	\$ 3,740
Public charges	\$ 344,804	\$ 340,896	\$ 368,282	\$ 353,921
Miscellaneous revenue	\$ -	\$ 1,690	\$ -	\$ 1,450
Other financing sources	\$ 37,531	\$ 42,193	\$ 13,308	\$ 4,478
<b>TOTAL REVENUES</b>	<b>\$ 445,079</b>	<b>\$ 391,431</b>	<b>\$ 444,092</b>	<b>\$ 363,589</b>

**HIGHLIGHTS:**

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.

**Zoning - September 30, 2019 - Unaudited**



Brown County - Zoning  
Budget Status Report  
October 31, 2019

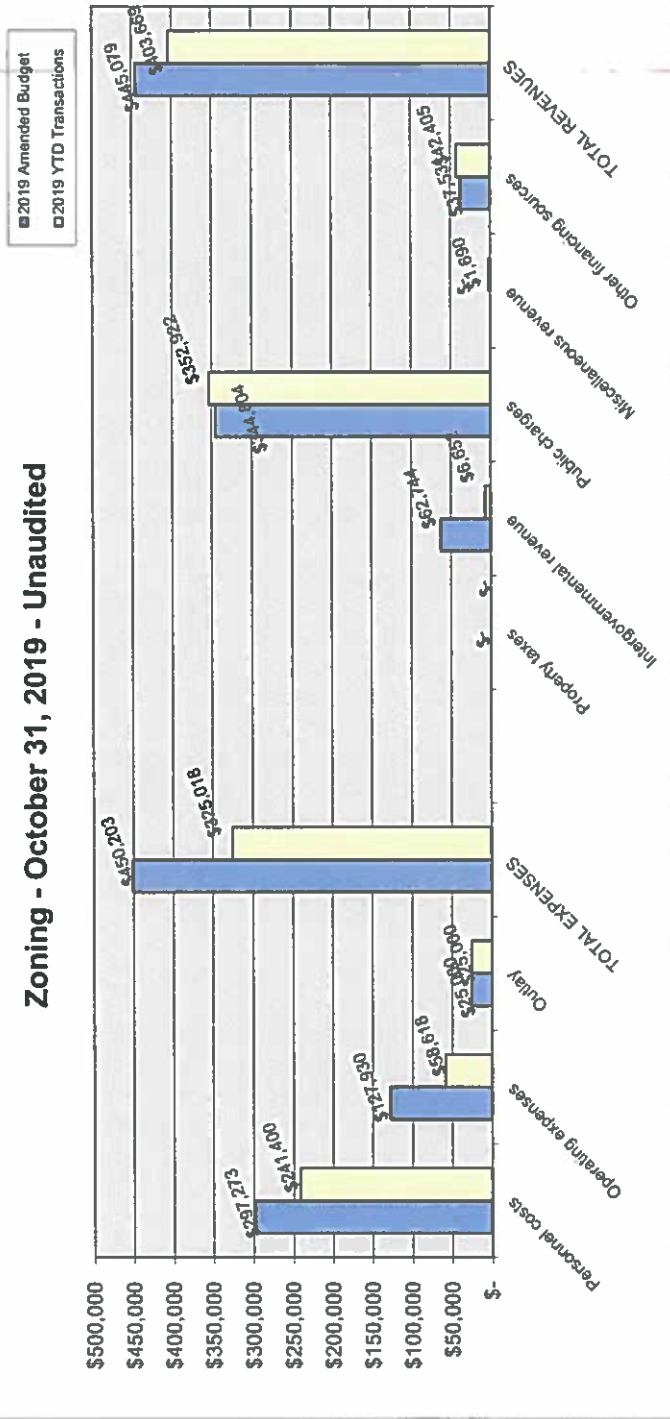
	2019 Amended Budget	2019 YTD Transactions	2018 Amended Budget	2018 YTD Transactions
Personnel costs	\$ 297,273	\$ 241,400	\$ 298,699	\$ 229,671
Operating expenses	\$ 127,930	\$ 58,618	\$ 124,561	\$ 61,555
Outlay	\$ 25,000	\$ 25,000	\$ 25,000	\$ -
<b>TOTAL EXPENSES</b>	<b>\$ 450,203</b>	<b>\$ 325,018</b>	<b>\$ 448,260</b>	<b>\$ 291,226</b>
Property taxes	\$ -	\$ -	\$ -	\$ -
Intergovernmental revenue	\$ 62,744	\$ 6,652	\$ 62,502	\$ 3,740
Public charges	\$ 344,804	\$ 352,922	\$ 368,282	\$ 371,079
Miscellaneous revenue	\$ -	\$ 1,690	\$ -	\$ 1,450
Other financing sources	\$ 37,531	\$ 42,405	\$ 13,308	\$ 5,041
<b>TOTAL REVENUES</b>	<b>\$ 445,079</b>	<b>\$ 403,669</b>	<b>\$ 444,092</b>	<b>\$ 381,310</b>

**HIGHLIGHTS:**

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.

**Zoning - October 31, 2019 - Unaudited**



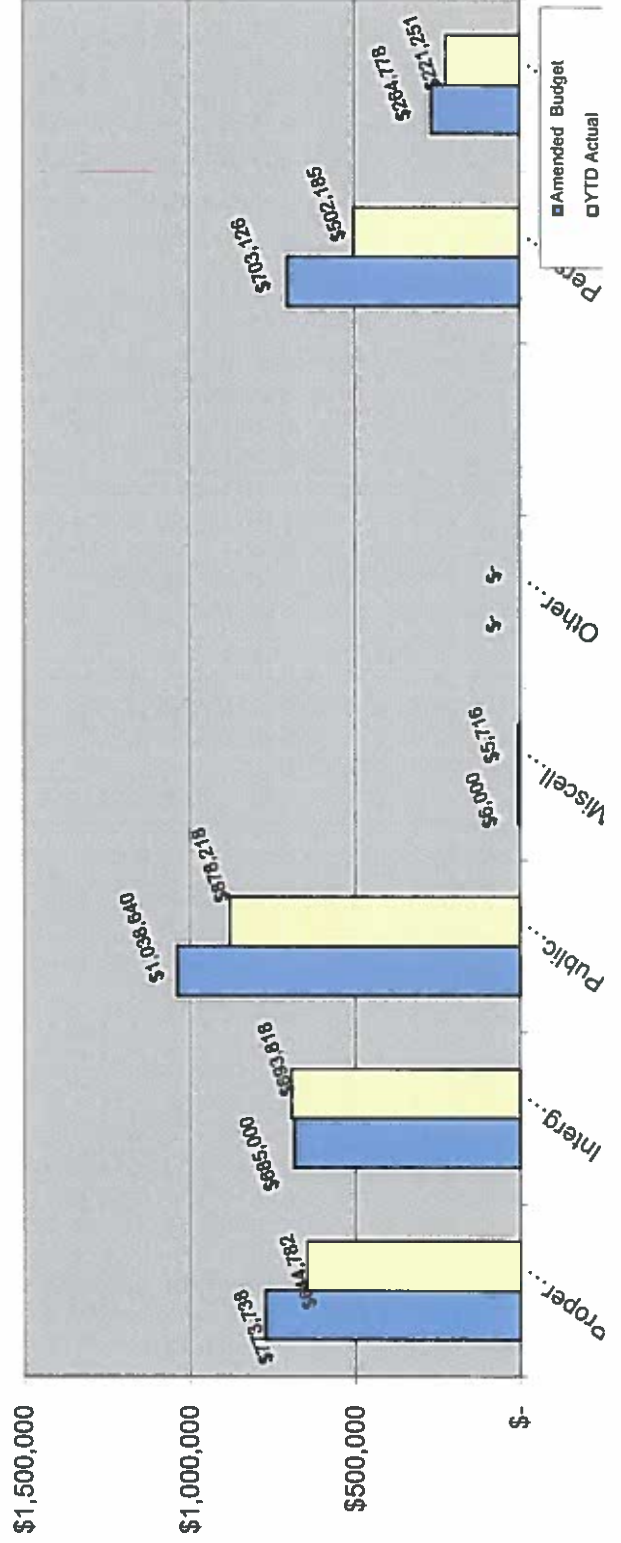
**Brown County**  
**Register of Deeds**  
**Budget Status Report (Unaudited)**  
**Fiscal year through 10/31/2019**

**HIGHLIGHTS:**

Expenditures: All categories are progressing as anticipated  
Revenues: All categories are progressing as anticipated

	<u>Amended Budget</u>	<u>YTD Actual</u>	<u>Percent of Budget</u>
Property Taxes	\$ 773,738	\$ 644,782	83.3%
Intergovernmental Rev	\$ 685,000	\$ 693,818	101.3%
Public Charges	\$ 1,038,640	\$ 878,218	84.6%
Miscellaneous Rev	\$ 6,000	\$ 5,716	95.3%
Other Financing Sources	\$ -	\$ -	0.0%
Personnel Costs	\$ 703,126	\$ 502,185	71.4%
Operating Exp	\$ 264,778	\$ 221,251	83.6%

**Register of Deeds - Through 10/31/2019 Unaudited**

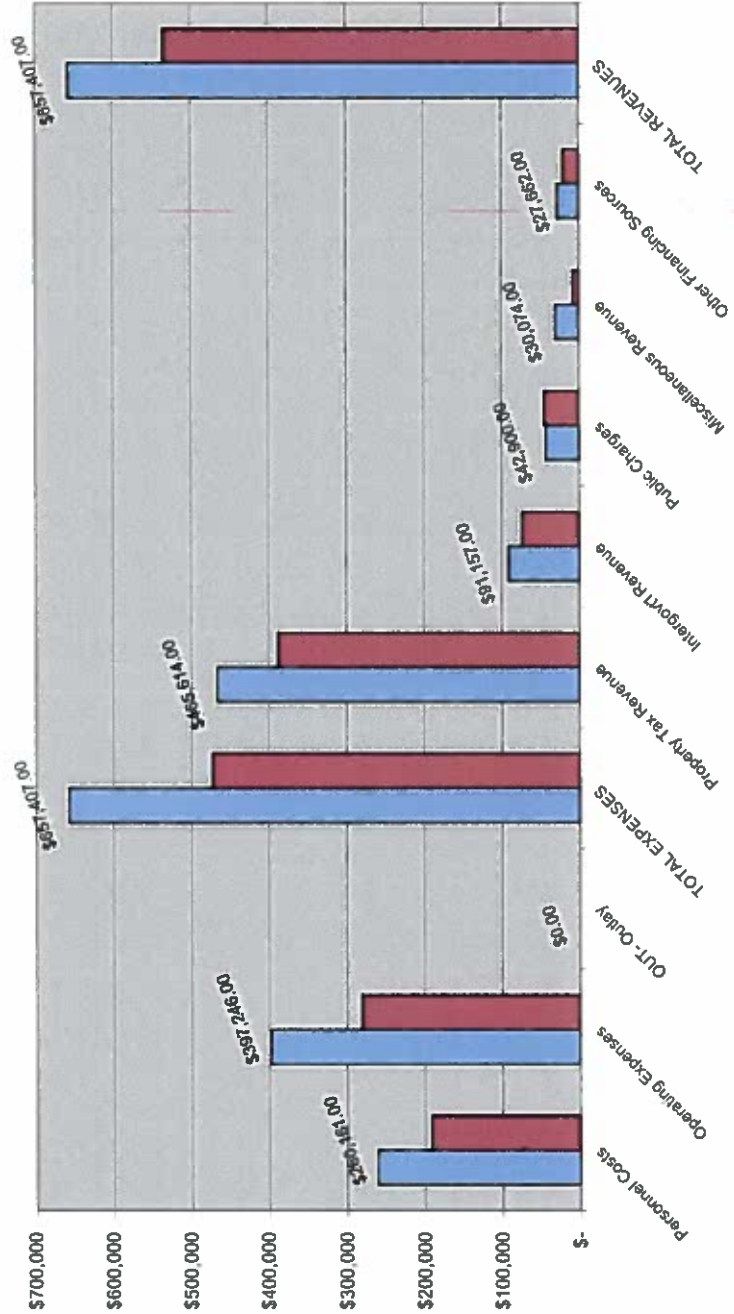


**Brown County UW-Extension**  
**Unaudited**  
**October 31, 2019**

	<u>2019 Amended</u>	<u>2019 YTD</u>	<u>2018 Amended</u>	<u>2018 Actual</u>
	<u>Budget</u>	<u>Transactions</u>	<u>Budget</u>	
Personnel Costs	\$260,161.00	\$191,589.79	\$246,287.00	\$197,698.51
Operating Expenses	\$397,246.00	\$280,841.95	\$378,315.00	\$364,834.80
OUT- Outlay	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL EXPENSES</b>	<b>\$657,407.00</b>	<b>\$472,431.74</b>	<b>\$624,602.00</b>	<b>\$562,533.31</b>
Property Tax Revenue	\$465,614.00	\$388,011.70	\$473,697.00	\$473,697.00
Intergov't Revenue	\$91,157.00	\$73,503.79	\$43,111.00	\$49,106.20
Public Charges	\$42,900.00	\$44,797.11	\$47,890.00	\$49,097.59
Miscellaneous Revenue	\$30,074.00	\$8,120.75	\$35,365.00	\$14,732.89
Other Financing Sources	\$27,662.00	\$20,228.67	\$24,539.00	\$25,075.40
<b>TOTAL REVENUES</b>	<b>\$657,407.00</b>	<b>\$534,662.02</b>	<b>\$624,602.00</b>	<b>\$611,709.08</b>

**October 31, 2019**

■ 2019 Amended Budget





**BROWN COUNTY  
BOARD OF SUPERVISORS  
COURT HOUSE  
GREEN BAY, WISCONSIN**

**BROWN COUNTY BOARD OF SUPERVISORS**

Meeting Date: 11/6/19  
Agenda No. : PD + T

Motion from the Floor

I make the following motion: request Public works look  
into placing 4-way stops instead of  
rumble strips. If someone blows a stop  
sign, with a 4-way stop you will  
like have one of the drivers stopped.

Signed: Kathy Lefebvre  
District No.: 6

(Please deliver to the County Clerk after the motion is made for recording into the minutes.)

19-099

## BUDGET ADJUSTMENT REQUEST

CategoryApproval Level

- |   |   |
|---|---|
| <input type="checkbox"/> 1 Reallocation from one account to another in the same level of appropriation  | Dept Head   |
| <input type="checkbox"/> 2 Reallocation due to a technical correction that could include: <ul style="list-style-type: none"> <li>• Reallocation to another account strictly for tracking or accounting purposes</li> <li>• Allocation of budgeted prior year grant not completed in the prior year</li> </ul> | Director of Admin                                     |
| <input type="checkbox"/> 3 Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation  | County Exec   |
| <input type="checkbox"/> 4 Any change in appropriation from an official action taken by the County Board (i.e. resolution, ordinance change, etc.)  | County Exec   |
| <input type="checkbox"/> 5 a) Reallocation of <u>up to 10%</u> of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts)  | Admin Committee                                       |
| <input type="checkbox"/> 5 b) Reallocation of <u>more than 10%</u> of the funds original appropriated between any of the levels of appropriation.   | Oversight Comm<br>2/3 County Board                    |
| <input type="checkbox"/> 6 Reallocation between two or more departments, regardless of amount   | Oversight Comm<br>2/3 County Board                    |
| <input checked="" type="checkbox"/> 7 Any increase in expenses with an offsetting increase in revenue   | Oversight Comm <sup>ن</sup><br>2/3 County Board       |
| <input type="checkbox"/> 8 Any allocation from a department's fund balance  | Oversight Comm<br>2/3 County Board                    |
| <input type="checkbox"/> 9 Any allocation from the County's General Fund  | Oversight Comm<br>Admin Committee<br>2/3 County Board |

Justification for Budget Change:

The UW Extension Brown County FoodWise Program received additional grant funding from United Healthcare for farm stand vouchers.

Fiscal Impact \$2,000

Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.4309	Other Grants	\$2,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.5300	Supplies	\$2,000
<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>			

EB 10/2

AUTHORIZATIONS

Judy Knudsen  
Signature of Department Head

Department: UW Extension

Date: 11/19/2019

[Signature]  
Signature of DOA or Executive

Date: 12/5/19

11

**EMPLOYEES WORKING OVER 12 HRS. IN A 24 HR. PERIOD REPORT**  
**BROWN COUNTY AUSTIN STRAUBEL INTERNATIONAL AIRPORT**

November – 2019

[illegible]

BROWN COUNTY  
GREEN BAY AUSTIN STRAUBEL INT'L AIRPORT

Departmental Openings Summary  
To: Planning, Development & Transportation Committee  
From: Airport

12/9/2019

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason
----------	--------------	--------------------	--------------	-----------------

Operations Supervisor - Airfield	12/6/2019	Resigned	Fill	Candidate interviews in progress.
----------------------------------	-----------	----------	------	-----------------------------------

10:29 AM

12/10/2019

14

December 10, 2019

TO THE HONORABLE CHAIRMAN AND MEMBERS  
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

**RESOLUTION SUPPORTING THE ESTABLISHMENT OF AN INTERMODAL  
FREIGHT FACILITY AT THE PORT OF GREEN BAY**

**WHEREAS**, the undersigned members of the Planning, Development and Transportation Committee recommend adoption of the following resolution.

**WHEREAS**, the Brown County Board supports the establishment of an intermodal freight facility at the Port of Green Bay which will offer an opportunity for all of northeast Wisconsin, the Upper Peninsula of Michigan and beyond to establish future freight transportation options; and

**WHEREAS**, that the Brown County Board does go on record in support of retaining a provision in the 2019-2021 State Biennial Budget to help with studying, geotechnical engineering, and environmental investigations of the Pulliam Power Plant site at the Port of Green Bay as an intermodal freight facility; and

**NOW THEREFORE, BE IT RESOLVED** that the Brown County Clerk be directed to forward a copy of this resolution to the NEW North requesting NEW North pursue passage of a similar resolution from all County Boards in the NEW North region. Wisconsin Counties Association, Wisconsin Manufacture's and Commerce, Wisconsin Transportation Development Association, Wisconsin Department of Transportation, Governor Tony Evers and all regional state legislators.

Respectfully submitted,

**Planning, Development and  
Transportation Committee**

Approved by:

\_\_\_\_\_  
COUNTY EXECUTIVE

Date Signed: \_\_\_\_\_

Authored by: Port & Resource Recovery Department

Final Draft Approved by Corporation Counsel

**Fiscal Note:** *This Resolution does not require an appropriation from the General Fund. This is an enabling Resolution for the County to apply for funds through the Wisconsin Department of Transportation's Harbor Assistance Program and is for planning purposes.*

BOARD OF SUPERVISORS ROLL CALL # \_\_\_\_\_

Motion made by Supervisor \_\_\_\_\_

Seconded by Supervisor \_\_\_\_\_

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				
DE WANE	2				
NICHOLSON	3				
HOYER	4				
HOPP	5				
HAEFS	6				
ERICKSON	7				
ZIMA	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
LA VIOLETTE	14				
KATERS	15				
KASTER	16				
VAN DYCK	17				
JAMIR	18				
ROBINSON	19				
CLANCY	20				
CAMPBELL	21				
MOYNIHAN, JR.	22				
STEFFEN	23				
CARPENTER	24				
LUND	25				
FEWELL	26				

Total Votes Cast \_\_\_\_\_

Motion:      Adopted \_\_\_\_\_      Defeated \_\_\_\_\_      Tabled \_\_\_\_\_

# ***RESOLUTION NO.: 31—2019-20***

TO THE HONORABLE, THE OUTAGAMIE COUNTY BOARD OF SUPERVISORS

LADIES AND GENTLEMEN:

***MAJORITY***

1 Outagamie County understands that freight movement is critical to Wisconsin's economic  
2 competitiveness at regional, national, and global scales. Intermodal shipping is the  
3 movement of cargo in shipping containers or trailers by more than one mode of  
4 transportation and is an increasingly important part of the global movement of freight. Use  
5 of intermodal shipping can create efficiencies, reduce transportation costs, and be a key  
6 factor for sustained economic growth and development. Currently, intermodal or  
7 containerized freight must first find its way to Chicago in order to have access to world  
8 markets.

9  
10 Brown County is currently negotiating to acquire the Pulliam Power Plant site for an  
11 intermodal container facility which would allow barges and other shipping containers to be  
12 transferred by boat either onto rail or onto the interstate highway system. This is a  
13 tremendous opportunity for all of northeast Wisconsin, the Upper Peninsula of Michigan and  
14 beyond to establish future freight transportation options.

15  
16 This resolution supports the establishment of an intermodal freight facility at the Port of  
17 Green Bay and urges the State Legislature to retain a provision in the 2019-2021 State  
18 Biennial Budget to help with studying, geotechnical engineering, and environmental  
19 investigations of the Pulliam Power Plant site as an intermodal freight facility.

20  
21 NOW THEREFORE, the undersigned members of the Property, Airport, Recreation and  
22 Economic Development Committee recommend adoption of the following resolution.

23 BE IT RESOLVED, that the Outagamie County Board of Supervisors does support the  
24 establishment of an intermodal freight facility at the Port of Green Bay which will offer an opportunity  
25 for all of northeast Wisconsin, the Upper Peninsula of Michigan and beyond to establish future freight  
26 transportation options, and

27 BE IT FURTHER RESOLVED, that the Outagamie County Board of Supervisors does go on  
28 record in support of retaining a provision in the 2019-2021 State Biennial Budget to help with studying,  
29 geotechnical engineering, and environmental investigations of the Pulliam Power Plant site at the Port of  
30 Green Bay as an intermodal freight facility, and

BE IT FINALLY RESOLVED, that the Outagamie County Clerk be directed to forward a copy of this resolution to the Outagamie County Director of Development and Land Services, Brown County Executive, Brown County Port Director Dean Haen, Brown County MPO Director Cole Runge, City of Green Bay Development Director Kevin Vonck, Wisconsin Counties Association, and the Outagamie County Lobbyist for distribution to Governor Evers and the state legislators.

Dated this \_\_\_\_ day of July 2019

Respectfully Submitted,

PROPERTY, AIRPORT, RECREATION &  
ECONOMIC DEVELOPMENT COMMITTEE

\_\_\_\_\_  
Dean Culbertson

\_\_\_\_\_  
Joy Hagen

\_\_\_\_\_  
Lee Hammen

\_\_\_\_\_  
Ronald Klemp

\_\_\_\_\_  
Jason Wegand

Duly and officially adopted by the County Board on: \_\_\_\_\_

Signed: \_\_\_\_\_

Board Chairperson

\_\_\_\_\_  
County Clerk

Approved: \_\_\_\_\_

Vetoed: \_\_\_\_\_

Signed: \_\_\_\_\_

County Executive

14

June 3, 2019

Troy Streckenback, Brown County Executive  
305 East Walnut Street  
Green Bay, WI 54305-3600

Re: Port of Green Bay Intermodal Freight Facility Support

Dear Executive Streckenback,

This letter from the East Central Wisconsin Regional Planning Commission is in support of establishing an intermodal freight facility at the Port of Green Bay. At the May 29, 2019 Steering Committee meeting it was brought to our attention that the County is currently negotiating to acquire the Pulliam Power Plant site for the proposed facility.

This is a tremendous opportunity for all of northeast Wisconsin, the Upper Peninsula of Michigan and beyond to establish future freight transportation options. Currently, intermodal or containerized freight must first find its way to Chicago to have access to world markets. An intermodal container facility at the Port could be a game changer for area manufactures and shippers, especially for the I-41 corridor communities.

The Commission Steering Committee comprised of the County Board Chairs from Calumet, Fond du Lac, Menominee, Outagamie, Shawano, Waupaca, Waushara and Winnebago counties recognize the benefit of creating this facility at the Port of Green Bay. Clearly, transporting intermodal freight to the Port of Green Bay for shipping would be more appealing than navigating the congested roadways around and through Chicago. The intent of the County Board Chairs will be to request supervisors and community leaders in the Region to also demonstrate support for this project.

We hope that showing this support from northeast and east central Wisconsin will assist in your efforts to make this proposal a reality.

Sincerely,

*Martin F. Farrell*

Martin F. Farrell, Fond du Lac County Board Chair  
ECWRPC Chair

cc ECWRPC Membership  
Dean Haen, Green Bay Port Director  
Cole Runge, Green Bay MPO Director



**DUCKS UNLIMITED, INC.**

**BROWN COUNTY**

**Site Specific Agreement- Cooperator  
Project Assistance - Ken Euers  
US-WI-392-3**

This Agreement is effective this 16<sup>th</sup> day of October 2019, between Ducks Unlimited, Inc. (hereinafter "DU") and the Brown County (hereinafter "Cooperator").

**WHEREAS**, DU and the Cooperator have entered into this Agreement to assist in the Ken Euers Project (hereinafter "Site") to benefit migratory waterfowl and other natural resources as described in the Project Proposal attached as Exhibit A of this Agreement (hereinafter "Project").

**NOW, THEREFORE**, in consideration of the above premises and other terms and conditions listed herein, DU and the Cooperator agree as follows:

**A. DU AGREES TO:**

1. Restore the designated areas (see attachment B) to pre-existing condition within 30 days after use is complete, should DU fail to restore the designated areas to pre-existing condition within 30 days, reimburse Cooperator for the cost of restoration.
2. Remove any unused stockpile material and restore those designated areas by December 31<sup>st</sup>, 2021.
3. Monitor and maintain the culvert installation under County owned portion of the entrance road (see attachment B) through December 31<sup>st</sup>, 2021 at which point the City of Green Bay will assume maintenance of the structure.

**B. COOPERATOR AGREES TO:**

1. Allow the use of designated areas (see attachment B) for processing and stock piling of trees.
2. Allow processing activities to occur through the completion on the Project.
3. Allow stockpiles of woody material on designated areas through December 31, 2021.

**C. DU AND COOPERATOR AGREE:**

4. That the Site will remain under the care and control of the Cooperator and that the Cooperator will be solely responsible for the Site's administration and management.

A. DU appoints *Brian Glenzinski* as its Project Contact.

B. Cooperator appoints *Dean Haen* as its Project Contact.

The parties may change their respective Project Contact at any time by providing written notification to the other party identifying the name of their new Project Contact. Correspondence pertaining to this Agreement shall be sent to the following addresses:

DU - 505 Science Drive, Suite A  
Madison, WI 53711

Cooperator - 305 E. Walnut Street  
Green Bay, WI 54301

5. That this Agreement shall become effective upon the date first listed above and thereafter it will continue in force for a period of the completion of the project, unless mutually terminated or modified through written amendment by the parties at an earlier date.
6. That either party may terminate this Agreement by providing thirty (30) days written notice to the other party if: (1) all or any portion of the Site is acquired by any governmental agency by means of, or under the threat of, eminent domain (a "Taking"); (2) termination is necessary or desirable for any compelling reasons of public health, safety or welfare (a "Health Reason"); or (3) Cooperator abandons the Project (an "Abandonment"). The parties also agree that if a termination should occur because of a Taking, Health Reason, Abandonment or Default, then the Cooperator shall pay all costs properly incurred by DU to complete its obligations under this Agreement.
7. DU and the Cooperator agree that DU will bear no responsibility or liability with respect to any claims or suits by third persons for damages incurred or suffered resulting from, or caused by, the Cooperator, any subcontractor, or their respective employees, agents, servants and assigns activities under this Agreement. The Cooperator agrees that it will indemnify, defend and save DU harmless from and against all losses and all claims, demands, payments, suits, actions, recoveries, judgments, costs and expenses of every nature and description brought or recovered against DU or expended by DU, including the payment of attorney's fees arising from the performance by the Cooperator, any subcontractors, and/or their respective employees, agents, servants and assigns of the Cooperator obligations under this Agreement.

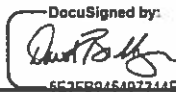
DU and the Cooperator agree that Cooperator will bear no responsibility or liability with respect to any claims or suits by third persons for damages incurred or suffered resulting from, or caused by, DU, any subcontractor, or their respective employees, agents, servants and assigns activities under this Agreement. DU agrees that it will indemnify, defend and save the Cooperator harmless from and against all losses and all claims, demands, payments, suits, actions, recoveries, judgments, costs and expenses of every nature and description brought or recovered against the Cooperator or expended by the Cooperator, including the payment of attorney's fees arising from the performance by DU, any subcontractors, and/or their respective employees, agents, servants and assigns of DU's obligations under this Agreement.

8. To the following additional special conditions: None

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement as of the date and year first written above.

**DUCKS UNLIMITED, INC.**

**BROWN COUNTY**

BY:   
David Brakhage – Director

BY: \_\_\_\_\_  
Authorized Signature

DATE: 10/16/2019 \_\_\_\_\_

DATE: \_\_\_\_\_

EXHIBIT B



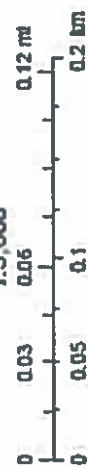
Exhibit B

Culvert Maintenance

Tree Processing Area

Stockpile Area

1:3,600



March 20, 2019

TO THE HONORABLE CHAIRMAN AND MEMBERS  
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

**RESOLUTION EXPANDING BROWN COUNTY FOREIGN TRADE ZONE (FTZ) #167  
WITH SUBZONE FTZ #167-E**

**WHEREAS**, on September 21, 1988, the Brown County Board adopted a resolution agreeing to pursue establishment of a Foreign Trade Zone (FTZ) in Brown County, including establishing the boundaries of the General Zone in the Ashwaubenon Industrial Park which includes Austin Straubel International Airport; and

**WHEREAS**, to date no international commerce activity has ever taken place within the boundaries of the General Zone, although one subzone is active in Osceola, WI; and

**WHEREAS**, existing properties within the General Zone are completely occupied by companies not involved in international commerce; and

**WHEREAS**, ProAmpac Holdings, Inc. ("ProAmpac"), with facilities in Appleton, WI and Neenah, WI, has contacted Brown County requesting subzone status of FTZ #167, and is willing to pay the costs of the Application for Subzone Designation and to enter into a Foreign Trade Subzone Operations Agreement, and ProAmpac has agreed to provide revenues to Brown County for FTZ activities upon activation by the U.S. Foreign Trade Zone Board; and

**WHEREAS**, the FTZ revenues will be dependent upon the amount of merchandise moved through the FTZ, and are expected to range from \$250 to \$2,000/month; and

**WHEREAS**, the ProAmpac subzone will include 39.59 acres in Neenah and 6.68 acres in Appleton, WI.

**NOW THEREFORE, BE IT RESOLVED**, by the Brown County Board of Supervisors that it hereby designates the Director of Port & Resource Recovery, or designee, to be the "Grantee Official" with legal authority expand FTZ #167 by signing the Application for Subzone Designation and by entering into the Foreign Trade Subzone Operations Agreement; and

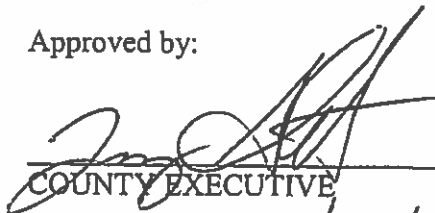
**BE IT FURTHER RESOLVED**, that the Brown County Board of Supervisors hereby directs that the designated Grantee Official: 1) sign the corporation counsel reviewed and approved Application for Subzone Designation; 2) enter into the corporation counsel reviewed and approved Foreign Trade Subzone Operations Agreement; and 3) submit the Application for Subzone Designation to the U.S. Dept. of Commerce in order to expand FTZ #167 as stated above.

*Fiscal Note: This resolution does not require an appropriation from the General Fund and is anticipated to result in an increase in revenue.*

Respectfully submitted,

PLANNING, DEVELOPMENT AND  
TRANSPORTATION COMMITTEE

Approved by:

  
COUNTY EXECUTIVE

Date Signed: \_\_\_\_\_

3/22/19

19-012R

Authored by Port & Resource Recovery Department

Final Draft Approved by Corporation Counsel

BOARD OF SUPERVISORS ROLL CALL # \_\_\_\_\_  
Voice Vote Taken

Motion made by Supervisor K. Lund

Seconded by Supervisor Suennen

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				X
DE WANE	2				X
NICHOLSON	3				
HOYER	4				
GRUSZYNSKI	5				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SUENNEN	23				
SCHADEWALD	24				
LUND	25				
DENEYS	26				

Total Votes Cast \_\_\_\_\_

Motion: Adopted \_\_\_\_\_ Defeated \_\_\_\_\_ Tabled \_\_\_\_\_

PORT & RESOURCE RECOVERY DEPARTMENT

Brown County

2561 SOUTH BROADWAY  
GREEN BAY, WI 54304

PHONE: (920) 492-4950 FAX: (920) 492-4957

DEAN HAEN  
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: January 18, 2019  
REQUEST TO: Planning, Development and Transportation Committee  
MEETING DATE: 2/25/19  
REQUEST FROM: Dean R. Haen, Director

REQUEST TYPE: ☒ New resolution ☐ Revision to resolution  
☐ New ordinance ☐ Revision to ordinance

TITLE: EXPANDING BROWN COUNTY FOREIGN TRADE ZONE #167 WITH SUBZONE FTZ167-E

ISSUE/BACKGROUND INFORMATION: ProAmpac is interested in FTZ#167 subzone designation

ACTION REQUESTED:

Approval

FISCAL IMPACT:

*NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.*

Is there a fiscal impact? ☒ Yes ☐ No

a. If yes, what is the amount of the impact? Revenue \$12,000 -\$24,000/year

b. If part of a bigger project, what is the total amount of the project? \$ 0

c. Is it currently budgeted? ☐ Yes ☐ No

1. If yes, in which account?

2. If no, how will the impact be funded?

☒ COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

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## Port & Resource Recovery Department Director's Report December 2019

**South Landfill** – Approval of the Plan of Operation is expected by the end of the year. Staff is preparing the bid to excavate the South Landfill with work starting in April. Air permit was submitted for WDNR approval. Staff is also working on a strategy to utilize the rate stabilization fund to lessen the tipping fee increases that will result from construction the new south landfill in 2022. Private well monitoring began in December. Seven rounds to be completed in 2020 and 2021. Leachate discharge and transmission agreements with NEW Water, City of De Pere and Town of Ledgeview are in-progress.

**Solid Waste Transfer Station Modifications** – Construction will be completed by mid-October new kiosks and software installed. Project has going better than expected. Tribute to the team at Port & Resource Recovery

**Utilization Strategy for the Rate Stabilization Fund** – The Rate Stabilization Fund is \$1.1M directed and reserved by Brown County to lessen the anticipated \$8/ton increase in tipping fee costs necessary from constructing and operating the future new South Landfill. Strategy will be presented to Solid Waste Board in November.

**Gas-To-Energy Project** – Project has been closed out. Staff is conducting review of project. At best the project cost and revenue balanced, more likely that Department will have lost upwards of one million dollars due to less actual landfill gas than estimated. Official project recap will be in early 2020.

### Open Position Form Port and Resource Recovery Department

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason
PT Associate	January 1		Hold	



## **SPEED STUDY CTH B FROM S. ST. AUGUSTINE STREET TO STH 32 (S. WISCONSIN STREET)**

### **Purpose**

The purpose of this study is to determine a reasonable and prudent speed limit on CTH B from S. St Augustine Street and STH 32 (S. Wisconsin Street) by using data driven decisions and sound traffic engineering principles.

***The Village of Pulaski has requested a speed study on CTH B between S. St Augustine Street and STH 32 (S. Wisconsin Street).***

### **Background Information**

Wisconsin State Statute Section 346.57(4) defines speed limits for all public roadways based on factors that include surrounding land use, roadway jurisdiction, and roadway type. These speed limits, referred to as statutory speed limits, are summarized in Table 1.

While state statute establishes speed limits for roadways, Section 349.11 also gives local government the authority to change the speed limit on the local road system within the constraints identified in Table 1. WisDOT approval is required for proposed changes to speed limits that are outside the constraints identified in Table 1.

According to Brown County Corporation Counsel:

*In order to modify a speed limit in Wisconsin, a speed study must be conducted and the results of the speed study must support the proposed modification, or it cannot legally be done (see Wis Stat. Sec. 349.11, entitled "Authority to modify speed restrictions," which requires that speed limit modifications be based on "...an engineering and traffic investigation. . .," more commonly known as a speed study).*

In accordance with the Wisconsin Transportation Bulletin No. 21, engineering studies should include the following:

- 85<sup>th</sup> Percentile Speed
- Reported Accidents
- Development / Driveway Access
- Sight Distances
- Road Geometrics
- Parking and Pedestrian/Bicycle Conflicts
- Pavement Surface
- Enforcement Level

## Current Roadway

CTH B from S. St Augustine Street to STH 32 (S. Wisconsin Street) is located in the Village of Pulaski and the Town of Pittsfield (see attached location map). This portion of CTH B is 1.04 miles long and is classified as a rural minor collector. The average annual daily traffic (AADT) is 3,800 vehicles.

CTH B is a rural roadway that consists of two-12 foot lanes and 8 foot shoulders (5 feet of which is paved). CTH B was constructed in 2002 and a roundabout was added in 2019 at Pelican Drive.

The pavement on CTH B is asphalt. The pavement was evaluated in 2019 and has the following pavement surface evaluation ratings (PASER):

- 7 Rating: CTH B from S. St Augustine Street to 450 feet west of Pelican Drive.
- 10 Rating: CTH B from 450 feet west of Pelican Drive to 450 feet east of Pelican Drive. This segment was reconstructed in 2019 as part of the roundabout project at Pelican Drive.
- 7 Rating: CTH B from 450 feet east of Pelican Drive to STH 32 (S. Wisconsin Street)

The rating system is based on a scale of 1 to 10 with a 10 rating being excellent condition (newly placed pavement) and a 1 rating being failed condition.

The existing speed limit is 45 mph between S. St. Augustine Street and STH 32 (S. Wisconsin Street). The posted speed limit immediately west of the speed study area is 45 mph and the posted speed limit immediately east of the speed study area is 35 MPH.

## 85<sup>th</sup> Percentile Speed

The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of the observed traffic travels. The 85<sup>th</sup> percentile speed has been found to best represent the "reasonable" and "proper" speed perceived by motorists and is a key characteristic of traffic conforming to a "safe" and "reasonable" speed limit. Studies have indicated that the lowest risk of being involved in a crash occurs when motorists travel at approximately the 85<sup>th</sup> percentile speed. Nationally, the most recognized practice is to post the speed limit as near as practical to the 85<sup>th</sup> percentile speed.

While 15 percent of the observed motorists travel above the perceived "reasonable" and "proper" speed, this group of motorists cause many of the vehicle crashes along roadways. This is also the group at which enforcement action is most effectively targeted.

Speed data was collected on September 17, 2019, (Tuesday afternoon) to September 19, 2019 (Thursday afternoon) on CTH B approximately 875 feet east of the Pelican Drive roundabout.

The 85<sup>th</sup> percentile speed for this study segment is 43 mph. The proposed speed limit should be set within 5 mph of the observed 85<sup>th</sup> percentile speed of free-flowing traffic; however, other roadway attributes may call for a proposed speed limit that is more than 5 mph different from the 85<sup>th</sup> percentile speed.

***The 85<sup>th</sup> percentile speed on CTH B supports a slight speed limit reduction.***

## Reported Accidents

Injury and fatality crashes are highest for motorists traveling at speeds much higher or lower than the 85th percentile speed. Variation of speed within the traffic stream creates more conflicts and passing maneuvers, which in turn lead to more crashes. Crashes can also be an indicator that other safety concerns exist.

During the 5 years from 2014 to 2018, there have been 15 crashes on CTH B excluding deer crashes, between S. St. Augustine Street and STH 32 (S. Wisconsin Street):

- 10 rear end collisions and 5 angle collisions
- 9 of these crashes were due to inattentive driving
- 2 of the crashes were weather related

The average crash rate for a Wisconsin rural 2-lane road between 2,000 AADT and 7,000 AADT is 74.26 crashes per HMVMT (hundred million vehicle miles traveled), with an upper limit of 106.35 crashes per HMVMT (limit used to help screen for potential safety issues). The crash rate for CTH B from S. St. Augustine Street to STH 32 (S. Wisconsin Street) is 207.98 crashes per HMVMT, which is above the acceptable upper limit of crashes for this type of roadway.

The Pulaski High School is located on CTH B, so the roadway experiences high traffic volumes at the beginning and the end of the school day. Traffic at the start and release of the school day causes brief traffic backups. Teen drivers were involved in 10 of the 15 crashes while 13 total crashes occurred during the morning or afternoon peak traffic associated with the start and end of the school day.

In addition, 12 of the 15 crashes were at intersections or at the traffic backups from the intersections.

In 2019, a roundabout at Pelican Drive was constructed which alters the roadway geometry of the existing road. The accidents that were evaluated on this stretch of roadway occurred prior to the installation of the roundabout on Pelican Drive, because the official 2019 crash data was not available at the time that this study was completed.

***The crash rate on CTH B is above the acceptable upper limit for this type of County Highway with a high concentration of crashes at the intersections. This crash rate warrants a possible reduction in speed, especially through the intersections. Further safety countermeasures could also be considered at the intersections.***

## Development / Driveway Access

Land use, zoning, and driveway access along a corridor is used to determine a rational speed limit based on statutory speed limits and constraints identified in Table 1. It also can play a significant role in driver expectancy and vehicle speeds along the roadway.

The majority of property along CTH B is zoned agricultural-residential. The north side of CTH B between S. St. Augustine Street and Pelican Drive is a school zone.

There is a church and an assisted living center east of Pelican Drive, and the rest of the properties along CTH B are agricultural-residential.

The high school has direct access to CTH B via Szett Adz Lane and is a significant traffic generator for this roadway. According to the traffic counts conducted, the times with the largest traffic volume are in the morning between 7 am and 8 am and in the afternoon between 3 pm and 5 pm. The high school start/end time is 7:30 am – 2:55 pm.



Figure 1: Aerial image of Pulaski High school on CTH B.

CTH B intersects with:

- Szett Adz Lane – located approximately 1,150 feet east of S. St. Augustine Street (this is the main entrance for the High School)
- Pelican Drive – located approximately 2,100 feet east of Szett Adz Lane
- Mountain Bay Drive – located immediately west of STH 32.

In the most dense 1,000-foot stretch (both access and building spacing), the average space between driveways is greater than 300 feet.

***Driveway density along CTH B does not warrant a reduction in speed.***

## **Road Geometrics/Sight Distance**

The design speed of a roadway is considered when developing a recommended speed limit. This is the highest safe speed for which the road was designed.

The existing roadway was designed for a 55 mph speed limit with the exception of the Pelican Drive roundabout approaches, which were designed for a 45 mph speed limit.

The roadway is generally straight and there are no significant changes in the horizontal alignment or vertical alignment for this stretch of roadway.

There are no observed sight restrictions at the intersections along this segment of CTH B.

***Roadway geometrics on CTH B supports a speed limit of 45 mph.***

## **Parking and Pedestrian/Bicycle Conflicts**

On-street parking, pedestrian and bicycle activity play a significant role in driver expectancy and vehicle speeds along a roadway.

This section of roadway does not accommodate on-street parking.

The Pulaski High School is located on the west side of the study limits. Schools are a common destination or generator for pedestrian and bicycle traffic. The 5-foot paved shoulder along this section of roadway accommodates pedestrian/bicycle traffic.

There has been one crash on CTH B in the last 5 years that involved a bicycle; however, speed does not appear to be a factor in that crash.

**There are no observed parking or pedestrian/bicycle conflicts along this section of CTH B that would support a lower speed limit.**

## **Enforcement Level**

Recommended changes to the speed limit should be consistent, safe, reasonable, and enforceable. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce the limits with the 15% who drive too fast.

The Brown County Sheriff's Office enforces the speed limits on the county highway system. Officers regularly patrol CTH B as part of their route.

## Recommendation

Brown County Public Works Department recommends reducing the posted speed limit from 45 mph to 35 mph:

- The proposed speed limit of 35 mph matches the speed limit immediately east of STH 32 (S. Wisconsin Street).
- While the 85th percentile speed on CTH B supports a speed limit 45 mph; the crash rate and pedestrian/bicycle conflicts support lowering the speed limit. The school generates a high volume of traffic during peak times. Many of the crashes involve young drivers who may be inexperienced driving on a high speed roadway.
- The new roundabout at Pelican Drive acts as a traffic calming measure. Vehicles are forced to lower their speed as they enter/exit the roundabout.

**Table 1**  
**Speed Limits and Authority to Change**

<b>Fixed Limits – Statute 346.57(4)<sup>(a)</sup></b>	<b>Local Government Authority<sup>(b)</sup> – Statute 349.11(3) and (7)<sup>(a)</sup></b>
65 mph – Freeway / Expressway	WisDOT only.
55 mph – State Trunk Highways (STHs)	WisDOT only.
55 mph – County Trunk Highways (CTHs), town roads	Lower the speed limit by 10 MPH or less.
45 mph – Rustic roads	Lower the speed limit by 15 MPH or less.
35 mph – Town road (1,000' min) with 150' driveway spacing	Lower the speed limit by 10 MPH or less.
25 mph – Inside corporate limits of a city or village (other than outlying district)	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Outlying district <sup>(c)</sup> within city or village limits	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Semi-urban district <sup>(d)</sup> outside corporate limits of a city or village	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
15 mph – School zone, when conditions are met	Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH or less.
15 mph – School crossing, when conditions are met	Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH or less.
15 mph – Pedestrian safety zone with public transit vehicle stopped	No changes permitted.
15 mph – Alley	Lower by 10 MPH or less.
15 mph – Street or town road adjacent to a public park	Lower by 10 MPH or less.
Construction or maintenance zones, as appropriate <sup>(e)</sup>	State and local agencies have authority to establish.

**Notes:**

- (a) Source: Updated 2007-2008 Wisconsin Statutes Database
- (b) All speed limit changes shall be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.
- (c) Per Statute 346.57(1)(ar) "outlying district" is an area contiguous to any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (d) Per Statute 346.57(1)(b) "semiurban district" is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet buildings are spaced on average not more than 200 feet apart.
- (e) Guidance on establishing speed limits in work zones is available in [http://dotnet/dtid\\_bho/extranet/manuals/tgm/13/13-05-06.pdf](http://dotnet/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf).

*Modified from original found in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.*

## References

*Wisconsin Statewide Speed Management Guidelines.* Wisconsin Department of Transportation Bureau of Highway Operations, Traffic Engineering Section, June 2009

*Wisconsin Transportation Bulletin No. 21, Setting Speed Limits on Local Roads.* Wisconsin Transportation Information Center, 1999

*Setting Appropriate Speed Limits on Wisconsin's State Highways.* Wisconsin Department of Transportation.



**LOCATION MAP**  
**CTH B Speed Study**  
**S. St. Augustine Street to STH 32 (S. Wisconsin Street)**



January 15, 2020

**AN ORDINANCE TO AMEND SCHEDULE A OF SECTION 340.0003  
OF CHAPTER 340 OF THE BROWN COUNTY CODE OF ORDINANCES  
CTH B - TOWN OF PITTSFIELD - VILLAGE OF PULASKI**

THE BROWN COUNTY BOARD OF SUPERVISORS DOES ORDAIN AS FOLLOWS:

**Section 1** - Schedule A of Section 340.0003 of Chapter 340 is hereby amended as follows:

**County Trunk Highway "B", Village of Pulaski and Town of Pittsfield**

Thirty-five miles per hour from South St. Augustine Street (Brown  
County/Shawano County line) at CTH "B", to a point 500 East of STH 32 (S.  
Wisconsin St);

**Section 2** - This ordinance shall become effective upon passage and publication pursuant to law.

Respectfully submitted,

PLANNING, DEVELOPMENT &  
TRANSPORTATION COMMITTEE

Approved By:

\_\_\_\_\_  
COUNTY EXECUTIVE (Date)

\_\_\_\_\_  
COUNTY CLERK (Date)

\_\_\_\_\_  
COUNTY BOARD CHAIR (Date)

20-0020

Authored by: Public Works - Highway Division

Approved by: Corporation Counsel

*Fiscal Note: This ordinance does not require an appropriation from the General Fund. This work will be funded from the 2020 sign installation budget under Highway Division of Public Works.*

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BOARD OF SUPERVISORS ROLL CALL # \_\_\_\_\_  
|

Motion made by Supervisor \_\_\_\_\_

Seconded by Supervisor \_\_\_\_\_

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				
DE WANE	2				
NICHOLSON	3				
HOYER	4				
GRUSZYNSKI	5				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SUENNEN	23				
SCHADEWALD	24				
LUND	25				
DENEYS	26				

Total Votes Cast \_\_\_\_\_

Motion:      Adopted \_\_\_\_\_ Defeated \_\_\_\_\_ Tabled \_\_\_\_\_

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 662-2160 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.  
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 11/21/2019  
REQUEST TO: Planning, Development & Transportation Committee  
MEETING DATE: 12/16/2019  
REQUEST FROM: Paul Fontecchio, Director  
REQUEST TYPE: ☐ New resolution ☐ Revision to resolution  
☐ New ordinance ☒ Revision to ordinance

TITLE: AN ORDINANCE TO AMEND SCHEDULE A OF SECTION 340.0003 OF CHAPTER 340 OF THE BROWN COUNTY CODE OF ORDINANCES CTH B - TOWN OF PITTSFIELD – VILLAGE OF PULASKI

**ISSUE/BACKGROUND INFORMATION:**

Ensure the safety of the traveling public of Brown County. See attached Speed Study.

**ACTION REQUESTED:**

Recommend the PD&T Committee approve the Ordinance, to decrease the speed limit on CTH B to 35 mph between S. St Augustine Street and STH 32 (S. Wisconsin Street) and forward on to the County Board of Supervisors for approval and implementation.

**FISCAL IMPACT:**

NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

1. Is there a fiscal impact? ☒ Yes ☐ No
  - a. If yes, what is the amount of the impact? \$600.00 – PWD Sign Installation
  - b. If part of a bigger project, what is the total amount of the project? \$ \_\_\_\_\_
  - c. Is it currently budgeted? ☒ Yes ☐ No
2. If yes, in which account? 660.044.001.5000.550 (Cost of Sales Special Revenue
3. If no, how will the impact be funded? \_\_\_\_\_

☒ COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

206

PUBLIC WORKS DEPARTMENT



2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us



PAUL A. FONTECCHIO, P.E.  
DIRECTOR

## **SPEED STUDY CTH U (KUNESH ROAD) FROM 1,200 FEET WEST OF BROOKSIDE DRIVE TO CTH C**

### **Purpose**

The purpose of this study is to determine a reasonable and prudent speed limit on CTH U (Kunesh Road) from 1,200 feet west of Brookside Drive to CTH C by using data driven decisions and sound traffic engineering principles.

***The Town of Pittsfield has requested to lower the existing 55 mph speed limit to 35 mph on CTH U (Kunesh Road) from 1,200 feet west of Brookside Drive to CTH C.***

***This portion of CTH U (Kunesh Road) will be jurisdictionally transferred to the Town of Pittsfield (Brown County Resolution No. 11i – July 18, 2019, see attached) after the completion of the CTH VV/STH 29 interchange in 2022.***

### **Background Information**

Wisconsin State Statute Section 346.57(4) defines speed limits for all public roadways based on factors that include surrounding land use, roadway jurisdiction, and roadway type. These speed limits, referred to as statutory speed limits, are summarized in Table 1.

While state statute establishes speed limits for roadways, Section 349.11 also gives local government the authority to change the speed limit on the local road system within the constraints identified in Table 1. WisDOT approval is required for proposed changes to speed limits that are outside the constraints identified in Table 1.

According to Brown County Corporation Counsel:

***In order to modify a speed limit in Wisconsin, a speed study must be conducted and the results of the speed study must support the proposed modification, or it cannot legally be done (see Wis Stat. Sec. 349.11, entitled "Authority to modify speed restrictions," which requires that speed limit modifications be based on "...an engineering and traffic investigation. . .," more commonly known as a speed study).***

In accordance with the Wisconsin Transportation Bulletin No. 21, engineering studies should include the following:

- 85<sup>th</sup> Percentile Speed
- Reported Accidents
- Development / Driveway Access
- Sight Distances
- Road Geometrics

- Parking and Pedestrian/Bicycle Conflicts
- Pavement Surface
- Enforcement Level

## Current Roadway

CTH U from 1,200 feet west of Brookside Drive to CTH C is located in the Town of Pittsfield. This portion of CTH U is 0.72 miles long and classified as a rural major collector. The average annual daily traffic (AADT) is 1,063 vehicles.

The existing roadway has a rural cross section that consists of two-12 foot lanes and 4 foot shoulders (2 feet of which is paved). The pavement on the existing roadway is asphalt, which was last paved in 2004. The pavement was evaluated in 2019 and has a Pavement Surface Evaluation and Rating (PASER) of 6. The rating system is based on a scale of 1 to 10 with a 10 rating being excellent condition (newly placed pavement) and a 1 rating being failed condition.

The existing speed limit on CTH U from 1,200 feet west Brookside Drive to CTH C is posted at 55 mph. The speed limit immediately east and west of the study segment is 35 mph.

## 85<sup>th</sup> Percentile Speed

The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of the observed traffic travels. The 85<sup>th</sup> percentile speed has been found to best represent the "reasonable" and "proper" speed perceived by motorists and is a key characteristic of traffic conforming to a "safe" and "reasonable" speed limit. Studies have indicated that the lowest risk of being involved in a crash occurs when motorists travel at approximately the 85th percentile speed. Nationally, the most recognized practice is to post the speed limit as near as practical to the 85th percentile speed.

While 15 percent of the observed motorist travel above the perceived "reasonable" and "proper" speed, this group of motorist's causes many of the vehicle crashes along roadways. This is also the group at which enforcement action is most effectively targeted.

The speed data was collected between September 25, 2019 (Wednesday afternoon) and September 27, 2019 (Friday morning) along CTH U approximately 750 feet west of CTH C.

The 85<sup>th</sup> percentile speed for this study segment is 48 mph. The proposed speed limit should be set within 5 mph of the observed 85th percentile speed of free-flowing traffic; however, other roadway attributes may call for a proposed speed limit that is more than 5 mph different from the 85th percentile speed.

***The 85<sup>th</sup> percentile speed on CTH U supports a slight speed limit reduction.***

## Reported Accidents

Injury and fatality crashes are highest for motorists traveling at speeds much higher or lower than the 85th percentile speed. Variation of speed within the traffic stream creates more conflicts and passing maneuvers, which in turn leads to more crashes. Crashes can also be an indicator that other safety concerns exist.

Since 2013, there has been one reported accident on CTH U. The accident involved a single vehicle accident colliding with a fixed object occurring during heavy snowfall.

The average crash rate for a Wisconsin rural 2-lane road with an AADT of less than 2000 is 105.77 crashes per HMVMT (hundred million vehicle miles travelled), with an upper limit of 192.79 crashes per HMVMT (limit used to help screen for potential safety issues). The Crash rate for CTH U from 1,200 feet west of Brookside Drive to CTH C is 71.59 crashes per HMVMT, which is below the average crash rate for this type of roadway.

**The crash rate on CTH U does not warrant a reduction in speed.**

### **Development / Driveway Access**

Land use, zoning, and driveway access along a corridor is used to determine a rational speed limit based on statutory speed limits and constraints identified in Table 1. It also can play a significant role in driver expectancy and vehicle speeds along the roadway.

The majority of property along this segment of CTH U is agricultural. Future land use is zoned as secondary residential development area and currently consists of agricultural fields both north and south of CTH U. Immediately east and west of the study zone, the majority of the property is residential.

In the most dense 1,000 foot stretch (both access and building spacing). The average space between driveways is less than 200 feet. This is due to a farm having multiple driveway accesses in a very short span.

The Town of Pittsfield has recently finished the construction of a new Town Hall building within the study segment. The Town hall building was opened to the staff and the public in summer of 2019. The Town Hall was built on the existing community park property. This new addition contributes to higher traffic volumes along CTH U and more frequent slowing/stopping for vehicles that are turning into the Town Hall building and the park.

***Driveway density in the most dense 1,000 foot stretch on CTH U warrants a reduction in speed.***

### **Road Geometrics/Sight Distance**

The design speed of a roadway is considered when developing a recommended speed limit. This is the highest safe speed for which the road was designed.

The existing roadway horizontal alignment is straight, and the vertical curves are designed for a 55 mph speed limit.

There are no observed sight obstructions at Brookside Drive or at CTH C (Northbound). Both intersections are stop controlled and meet sight distance requirements.

***Roadway geometrics on CTH U are adequate for a 55 mph speed limit.***

## Parking and Pedestrian/Bicycle Conflicts

On-street parking, pedestrian and bicycle activity play a significant role in driver expectancy and vehicle speeds along a roadway.

This section of roadway is not on the current Brown County Bicycle plan, and does not accommodate parking or pedestrian/bicycle traffic.

***There are no observed parking or pedestrian/bicycle conflicts along this section of CTH U that would support a lower speed limit.***

## Enforcement Level

Recommended changes to the speed limit should be consistent, safe, reasonable, and enforceable. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce the limits with the 15% who drive too fast.

The Brown County Sheriff's Office enforces the speed limits on the county highway system. Officers regularly patrol CTH U as part of their route.

## Recommendation

The Brown County Public Works Department recommends reducing the posted speed limit from 55 mph to 35 mph:

- Eliminating the relatively short 55 mph zone between the existing 35 MPH zones will create a consistent speed limit from Kunesh North Road to CTH C (North).
- The new Town Hall and the park contribute to higher traffic volumes and more frequent slowing/stopping for vehicles that are turning into the Town Hall building and the park.
- The Town of Pittsfield has requested the speed change for this portion of CTH U (Kunesh Road) and the road will be jurisdictionally transferred to the Town of Pittsfield (Brown County Resolution No. 11i – July 18, 2019) after the completion of the CTH VV/STH 29 interchange in 2022.

**Table 1**  
**Speed Limits and Authority to Change**

Fixed Limits – Statute 346.57(4) <sup>(a)</sup>	Local Government Authority <sup>(b)</sup> – Statute 349.11(3) and (7) <sup>(a)</sup>
65 mph – Freeway / Expressway	WisDOT only.
55 mph – State Trunk Highways (STHs)	WisDOT only.
55 mph – County Trunk Highways (CTHs), town roads	Lower the speed limit by 10 MPH or less.
45 mph – Rustic roads	Lower the speed limit by 15 MPH or less.
35 mph – Town road (1,000' min) with 150' driveway spacing	Lower the speed limit by 10 MPH or less.
25 mph – Inside corporate limits of a city or village (other than outlying district)	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Outlying district <sup>(c)</sup> within city or village limits	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Semi-urban district <sup>(d)</sup> outside corporate limits of a city or village	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
15 mph – School zone, when conditions are met	Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH or less.
15 mph – School crossing, when conditions are met	Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH or less.
15 mph – Pedestrian safety zone with public transit vehicle stopped	No changes permitted.
15 mph – Alley	Lower by 10 MPH or less.
15 mph – Street or town road adjacent to a public park	Lower by 10 MPH or less.
Construction or maintenance zones, as appropriate <sup>(e)</sup>	State and local agencies have authority to establish.

Notes:

- (a) Source: Updated 2007-2008 Wisconsin Statutes Database
- (b) All speed limit changes shall be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.
- (c) Per Statute 346.57(1)(ar) "outlying district" is an area contiguous to any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (d) Per Statute 346.57(1)(b) "semiurban district" is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet buildings are spaced on average not more than 200 feet apart.
- (e) Guidance on establishing speed limits in work zones is available in [http://dotnet/dtid\\_bho/extranet/manuals/tgm/13/13-05-06.pdf](http://dotnet/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf).

Modified from original found in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.

## References

*Wisconsin Statewide Speed Management Guidelines.* Wisconsin Department of Transportation Bureau of Highway Operations, Traffic Engineering Section, June 2009

*Wisconsin Transportation Bulletin No. 21, Setting Speed Limits on Local Roads.* Wisconsin Transportation Information Center, 1999

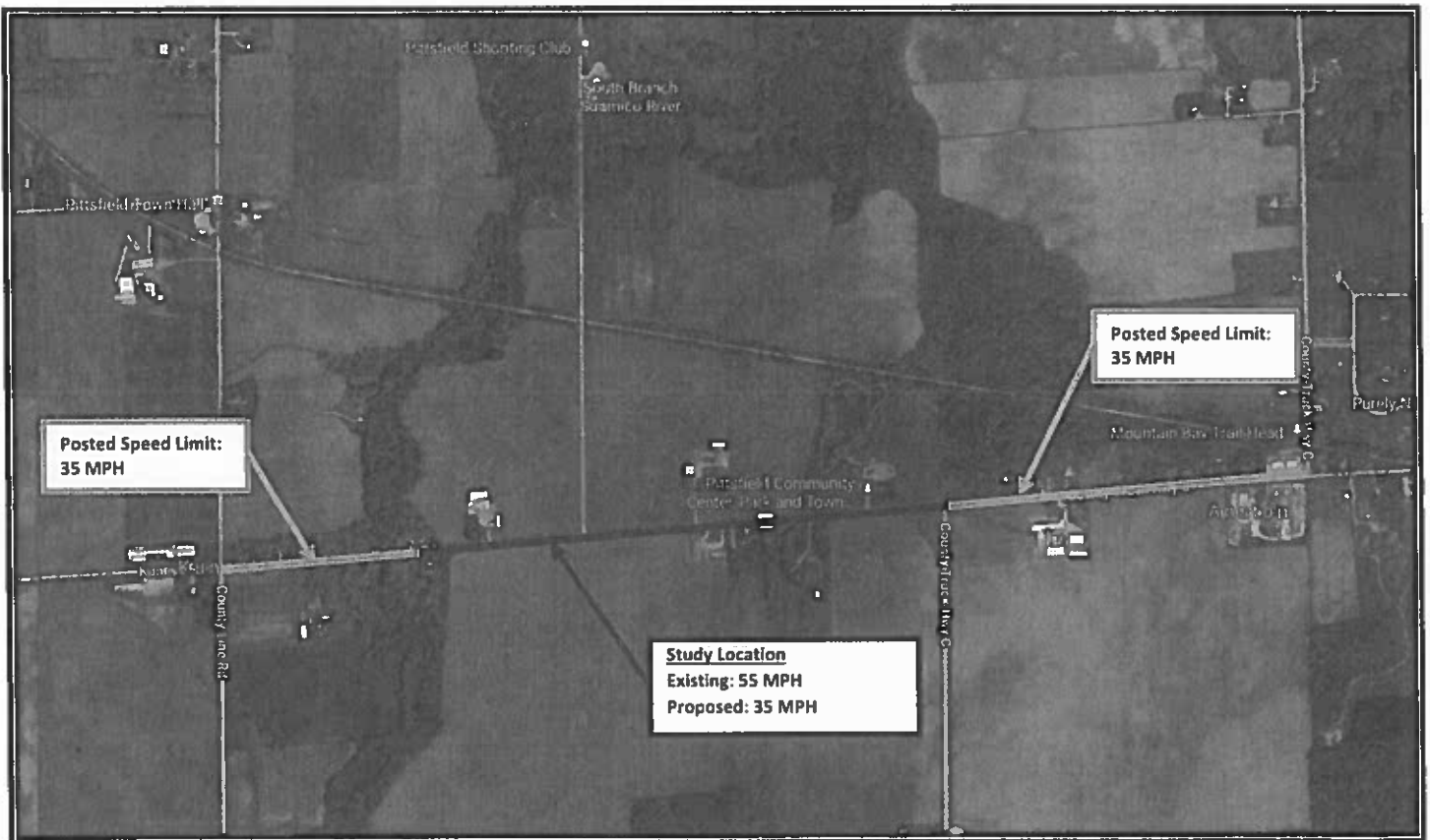
*Setting Appropriate Speed Limits on Wisconsin's State Highways.* Wisconsin Department of Transportation.



## **LOCATION MAP**

### **CTH U Speed Study**

### **1,200 Feet West of Brookside Drive to CTH C**



July 17, 2019

TO THE HONORABLE CHAIRMAN AND  
MEMBERS OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

**RESOLUTION AUTHORIZING COUNTY TRUNK HIGHWAY  
JURISDICTIONAL REVISIONS ON COUNTY HIGHWAY U,  
IN THE TOWN OF PITTSFIELD, BROWN COUNTY**

**WHEREAS**, Section 83.025 of the Wisconsin Statutes authorizes the County Board to make changes in the County Trunk Highway System if it deems that the public good is best served thereby, and such revisions to the highway system require the consent of the Wisconsin Department of Transportation, and approval of the governing body of the city, village or town in which the proposed change is located; and

**WHEREAS**, to improve the County Trunk Highway System for reasons of public safety and efficiency, Brown County entered into municipal agreements with the Village of Hobart, Village of Howard, and the State of Wisconsin to cost share the construction of a new interchange on STH 29 at CTH VV, and the removal of the intersection of CTH U (N. County Line Road) with STH 29 [see attached Jurisdictional Transfer Map for additional information]; and

**WHEREAS**, CTH U from STH 29 to Glendale Avenue will be eliminated.

**NOW, THEREFORE, BE IT RESOLVED** that the 2.98 mile segment of CTH U from Glendale Avenue to CTH C be removed from the County Trunk Highway System and jurisdictionally transferred to the Town of Pittsfield; and

**BE IT FURTHER RESOLVED** that, upon adoption of this resolution, the County Clerk will submit two (2) copies to the Wisconsin Department of Transportation, Northeast Region, Green Bay, for approval, and that this resolution shall take effect upon completion of the

11.2

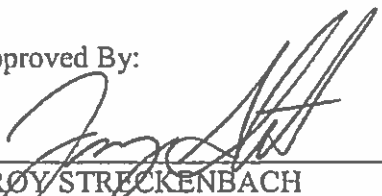
improvement project and upon receipt of appropriate action from the Town of Pittsfield evidencing their concurrence with this resolution.

*Fiscal Note: This resolution does not require an appropriation from the General Fund.*

Respectfully submitted,

PLANNING, DEVELOPMENT &  
TRANSPORTATION COMMITTEE

Approved By:

  
TROY STRECKENBACH  
COUNTY EXECUTIVE

Date Signed: 7/18/19

19-052R

Authored by: Public Works - Highway Division  
Final Draft Approved by Corporation Counsel

BOARD OF SUPERVISORS ROLL CALL # \_\_\_\_\_

Vote Vote Taken

Motion made by Supervisor Landwehr

Seconded by Supervisor Deneys

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				
DE WANE	2				
NICHOLSON	3				
HOYER	4				
GRUSZYNSKI	5				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEESE	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SLENNEN	23				X
SCHADEWALD	24				
LUND	25				
DENEYS	26				

Total Votes Cast 25

Motion: Adopted ☒ Defeated ☐ Tabled ☐

21  
11i

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 662-2160 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.  
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 6/4/2019  
REQUEST TO: Planning, Development & Transportation Committee  
MEETING DATE: 6/24/2019  
REQUEST FROM: Paul Fontecchio, Director  
REQUEST TYPE: ☒ New resolution ☐ Revision to resolution  
☐ New ordinance ☐ Revision to ordinance

TITLE: RESOLUTION REGARDING THE JURISDICTIONAL TRANSFER OF CTH U TO THE  
TOWN OF PITTSFIELD

**ISSUE/BACKGROUND INFORMATION:**

Brown County has entered into municipal agreements with the Village of Hobart, Village of Howard, and State of Wisconsin to cost share the construction of a new Interchange on STH 29 at CTH VV and the removal of the intersection of CTH U with STH 29.

CTH U from STH 29 to Glendale Avenue will be eliminated. The 2.98 mile segment of CTH U from Glendale Avenue to CTH C will be removed from the County Trunk Highway System and jurisdictionally transferred to the Town of Pittsfield.

**ACTION REQUESTED:**

Requesting approval by the Planning, Development & Transportation (PD&T) Committee at the June 24, 2019, PD&T meeting and to forward on to the County Board of Supervisors for approval and implementation.

**FISCAL IMPACT:**

NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

1. Is there a fiscal impact? ☒ Yes ☐ No
  - a. If yes, what is the amount of the impact? \$1,572,085 – County Cost Share of Design, R/W, and Construction
  - b. If part of a bigger project, what is the total amount of the project? \$1,572,085
  - c. Is it currently budgeted? ☒ Yes ☐ No
2. If yes, in which account? 440.044.6182.200
3. If no, how will the impact be funded? \_\_\_\_\_

☒ COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

21  
11



PROJECT CTH W & CTH U				JOB NO.	
SUBJECT Jurisdictional Transfers				SHEET NO. 1 OF 1	
ORIGINATED BY BCPW	DATE 5/13/19	CHECKED BY	DATE	CALC. NO.	REV. NO.

PROJECT LOCATION MAP



11:2

January 15, 2020

**AN ORDINANCE TO AMEND SCHEDULE A OF SECTION 340.0003  
OF CHAPTER 340 OF THE BROWN COUNTY CODE OF ORDINANCES  
CTH U - TOWN OF PITTSFIELD - VILLAGE OF PULASKI**

THE BROWN COUNTY BOARD OF SUPERVISORS DOES ORDAIN AS FOLLOWS:

**Section 1** - Schedule A of Section 340.0003 of Chapter 340 is hereby amended as follows:

**County Trunk Highway "U," Town of Pittsfield:**

~~Thirty-five miles per hour from its intersection with the Town Road common to Sections 28 and 27, Township 25 North, Range 19 East, in the unincorporated place known as Kunesh, easterly for a distance of 0.31 of a mile.~~

Thirty-five miles per hour from its intersection with Kunesh North Road easterly to County Trunk Highway "C".

**Section 2** - This ordinance shall become effective upon passage and publication pursuant to law.

Respectfully submitted,

PLANNING, DEVELOPMENT &  
TRANSPORTATION COMMITTEE

Approved By:

\_\_\_\_\_  
COUNTY EXECUTIVE (Date)

\_\_\_\_\_  
COUNTY CLERK (Date)

\_\_\_\_\_  
COUNTY BOARD CHAIR (Date)

20-0030

Authored by: Public Works - Highway Division

Approved by: Corporation Counsel

*Fiscal Note: This ordinance does not require an appropriation from the General Fund. This work will be funded from the 2020 sign installation budget under Highway Division of Public Works.*

BOARD OF SUPERVISORS ROLL CALL # \_\_\_\_\_

Motion made by Supervisor \_\_\_\_\_

Seconded by Supervisor \_\_\_\_\_

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				
DE WANE	2				
NICHOLSON	3				
HOYER	4				
GRUSZYNSKI	5				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SUENNEN	23				
SCHADEWALD	24				
LUND	25				
DENEYS	26				

Total Votes Cast \_\_\_\_\_

Motion:            Adopted \_\_\_\_\_ Defeated \_\_\_\_\_ Tabled \_\_\_\_\_

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 662-2160 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.  
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 11/9/2019  
REQUEST TO: Planning, Development & Transportation Committee  
MEETING DATE: 12/16/2019  
REQUEST FROM: Paul Fontecchio, Director  
REQUEST TYPE: ☐ New resolution ☐ Revision to resolution  
☐ New ordinance ☒ Revision to ordinance

TITLE: AN ORDINANCE TO AMEND SCHEDULE A OF SECTION 340.0003 OF CHAPTER 340  
OF THE BROWN COUNTY CODE OF ORDINANCES CTH U - TOWN OF PITTSFIELD

**ISSUE/BACKGROUND INFORMATION:**

Ensure the safety of the traveling public of Brown County. See attached Speed Study.

**ACTION REQUESTED:**

Recommend the PD&T Committee approve the Ordinance, to decrease the speed limit on CTH U to 35 mph between 1200 feet west of Brookside Drive to CTH C and forward on to the County Board of Supervisors for approval and implementation.

**FISCAL IMPACT:**

NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

1. Is there a fiscal impact? ☒ Yes ☐ No
  - a. If yes, what is the amount of the impact? \$600.00 – PWD Sign Installation
  - b. If part of a bigger project, what is the total amount of the project? \$ \_\_\_\_\_
  - c. Is it currently budgeted? ☒ Yes ☐ No
2. If yes, in which account? 660.044.001.5000.550 (Cost of Sales Special Revenue)
3. If no, how will the impact be funded? \_\_\_\_\_

☒ COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

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## **SPEED STUDY CTH VV FROM 500 FEET WEST OF CTH TS (FUTURE ROAD) TO CTH C (GLENDALE AVE)**

### **Purpose**

The purpose of this study is to determine a reasonable and prudent speed limit on CTH VV from 500 feet west of CTH TS (future road) to CTH C (Glendale Avenue) by using data driven decisions and sound traffic engineering principles.

***CTH VV will be reconstructed as part of the STH29/CTH VV interchange project from 500 feet west of CTH TS (future road) in the Village of Hobart to Millwood Court in the Village of Howard. Marley Street will be reconstructed from Millwood Court to CTH C (Glendale Avenue); this work will take place concurrently with the interchange project. After construction is complete, Marley Street will be jurisdictionally transferred to Brown County and will become CTH VV.***

### **Background Information**

Wisconsin State Statute Section 346.57(4) defines speed limits for all public roadways based on factors that include surrounding land use, roadway jurisdiction, and roadway type. These speed limits, referred to as statutory speed limits, are summarized in Table 1.

While state statute establishes speed limits for roadways, Section 349.11 also gives local government the authority to change the speed limit on the local road system within the constraints identified in Table 1. WisDOT approval is required for proposed changes to speed limits that are outside the constraints identified in Table 1.

According to Brown County Corporation Counsel:

*In order to modify a speed limit in Wisconsin, a speed study must be conducted and the results of the speed study must support the proposed modification, or it cannot legally be done (see Wis Stat. Sec. 349.11, entitled "Authority to modify speed restrictions," which requires that speed limit modifications be based on "...an engineering and traffic investigation. . .," more commonly known as a speed study).*

In accordance with the Wisconsin Transportation Bulletin No. 21, engineering studies should include the following:

- 85<sup>th</sup> Percentile Speed
- Reported Accidents
- Development / Driveway Access
- Sight Distances

- Road Geometrics
- Parking and Pedestrian/Bicycle Conflicts
- Pavement Surface
- Enforcement Level

## Existing and Proposed Roadway

CTH VV (Triangle Drive) from 500 feet west of CTH TS (future road) to STH 29 is located in the Village of Hobart and currently provides access from CTH U to STH 29. This portion of CTH VV is 0.54 miles long and is classified as a rural major collector. The average annual daily traffic (AADT) is 1,800 vehicles. The AADT is projected to increase to 2,800 after the interchange is constructed.

Marley Street from the STH 29 right-of-way to CTH C (Glendale Ave) and is located in the Village of Howard and Town of Pittsfield. This portion of Marley Street is 1.17 miles long and is classified as a collector. The average annual daily traffic (AADT) is 1,100 vehicles. The AADT is projected to increase to 5,100 after the interchange is constructed. Marley Street will be jurisdictionally transferred to Brown County and will become CTH VV.

The existing pavement on CTH VV (Triangle Drive) was evaluated in 2017 and has a Pavement Surface Evaluation and Rating (PASER) of 7; Marley Street was evaluated in 2017 and has a Pavement Surface Evaluation and Rating (PASER) of 6. The rating system is based on a scale of 1 to 10 with a 10 rating being excellent condition (newly placed pavement) and a 1 rating being failed condition. The pavement rating will increase to a 10 after the reconstruction projects are complete.

The proposed projects consist of reconstructing CTH VV from 500 feet west of CTH TS (future road) to STH 29. Simultaneously, Marley Street will be reconstructed from the STH 29 right-of-way to CTH C (Glendale Avenue). A diamond interchange will be constructed at STH 29. Roundabouts will be constructed on CTH VV at CTH TS (future road), at the interchange ramps, and at Evergreen Avenue (future road). The intersection of Marley Street and CTH C (Glendale Avenue) will be reconstructed as a 4 leg intersection with stop control on CTH C (Glendale Avenue).

The proposed roadway will consist of two 12-foot lanes, 4-foot to 5-foot outside shoulder and 30-inch curb and gutter. Portions of the project include a raised median or a two-way left-turn-lane (TWLTL).

The existing speed limit on CTH VV is 55 mph and the existing speed limit on Marley Street is 45 mph. CTH VV and Marley Street (future CTH VV) will be designed to accommodate a speed limit of 35 MPH.

***Because the reconstructed roadway will be designed to accommodate a 35 mph posted speed limit, the 85<sup>th</sup> percentile speed and reported accidents were not evaluated in this speed study.***

## **Development / Driveway Access**

Land use, zoning, and driveway access along a corridor is used to determine a rational speed limit based on statutory speed limits and constraints identified in Table 1. It also can play a significant role in driver expectancy and vehicle speeds along the roadway.

The property along CTH VV in the Village of Hobart is zoned residential and commercial. Marley Street in the Village of Howard, is currently zoned as rural estate and exclusive agriculture. The Property along Marley Street in the Town of Pittsfield is a mix of Agricultural, Single-Family Residential and Natural Areas, Woodlands, and undeveloped Open Space.

There is one farm on CTH VV before the first roundabout at CTH TS and no development until after the last roundabout at Evergreen Avenue. The four proposed roundabouts will act as a traffic calming measure. There are single family homes north of Evergreen Avenue for 0.2 miles and then a gap of about 0.3 miles before the next development.

Although development is limited, in the most dense 1,000-foot stretch, driveway spacing is an average of 125 feet. The minimum length of a speed zone is 0.3 miles; however, it would be impractical to raise the speed limit for the 0.3 mile stretch between developments on the future CTH VV.

***Access density along CTH VV from CTH TS to CTH C warrants a reduction in speed.***

## **Road Geometrics/Sight Distance**

The design speed of a roadway is considered when developing a recommended speed limit. This is the highest safe speed for which the road was designed.

The proposed roadway will be designed to accommodate a 35 mph posted speed limit. Also the addition of the roundabouts act as a traffic calming measure.

After construction, CTH VV will have an urban typical section with vertical face curb and gutter. Vertical face curbs are not allowed when the posted speed is greater than 40 mph.

***Roadway reconstruction was designed to accommodate 35 mph posted speed limit.***

## **Parking and Pedestrian/Bicycle Conflicts**

On-street parking, pedestrian and bicycle activity play a significant role in driver expectancy and vehicle speeds along a roadway.

CTH VV and Marley Street currently do not accommodate on-street parking or bicycle traffic.

The proposed typical section includes sidewalk on both sides of the roadway and paved shoulders (4 feet to 5 feet in width) that will accommodate bicycle traffic. There is no parking in this segment of roadway.

***Pedestrian and bicycle accommodations are included in the reconstruction project.***

## **Enforcement Level**

Recommended changes to the speed limit should be consistent, safe, reasonable, and enforceable. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce the limits with the 15% who drive too fast.

The Brown County Sheriff's Office enforces the speed limits on the county highway system. Officers regularly patrol CTH VV as part of their route.

## **Recommendation**

Brown County Public Works Department recommends a 35 mph posted speed limit on CTH VV from 500 feet west of CTH TS (future road) to CTH C (Glendale Avenue) because the proposed road will be designed to accommodate a 35 mph posted speed limit.

The roadway will have an urban typical section with vertical face curb and gutter, which is suitable for a speed limit of 35 mph. The 35 mph speed limit will take effect upon completion of the CTH VV project in 2022.

See attached map for the limits of the recommended 35 mph speed zone.

**Table 1**  
**Speed Limits and Authority to Change**

<b>Fixed Limits – Statute 346.57(4)<sup>(a)</sup></b>	<b>Local Government Authority<sup>(b)</sup> – Statute 349.11(3) and (7)<sup>(a)</sup></b>
65 mph – Freeway / Expressway	WisDOT only.
55 mph – State Trunk Highways (STHs)	WisDOT only.
55 mph – County Trunk Highways (CTHs), town roads	Lower the speed limit by 10 MPH or less.
45 mph – Rustic roads	Lower the speed limit by 15 MPH or less.
35 mph – Town road (1,000' min) with 150' driveway spacing	Lower the speed limit by 10 MPH or less.
25 mph – Inside corporate limits of a city or village (other than outlying district)	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Outlying district <sup>(c)</sup> within city or village limits	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Semi-urban district <sup>(d)</sup> outside corporate limits of a city or village	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
15 mph – School zone, when conditions are met	Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH or less.
15 mph – School crossing, when conditions are met	Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH or less.
15 mph – Pedestrian safety zone with public transit vehicle stopped	No changes permitted.
15 mph – Alley	Lower by 10 MPH or less.
15 mph – Street or town road adjacent to a public park	Lower by 10 MPH or less.
Construction or maintenance zones, as appropriate <sup>(e)</sup>	State and local agencies have authority to establish.

**Notes:**

- (a) Source: Updated 2007-2008 Wisconsin Statutes Database
- (b) All speed limit changes shall be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.
- (c) Per Statute 346.57(1)(ar) "outlying district" is an area contiguous to any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (d) Per Statute 346.57(1)(b) "semiurban district" is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet buildings are spaced on average not more than 200 feet apart.
- (e) Guidance on establishing speed limits in work zones is available in [http://dotnet/dtid\\_bho/extranet/manuals/tgm/13/13-05-06.pdf](http://dotnet/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf).

*Modified from original found in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.*

22

## References

*Wisconsin Statewide Speed Management Guidelines.* Wisconsin Department of Transportation Bureau of Highway Operations, Traffic Engineering Section, June 2009

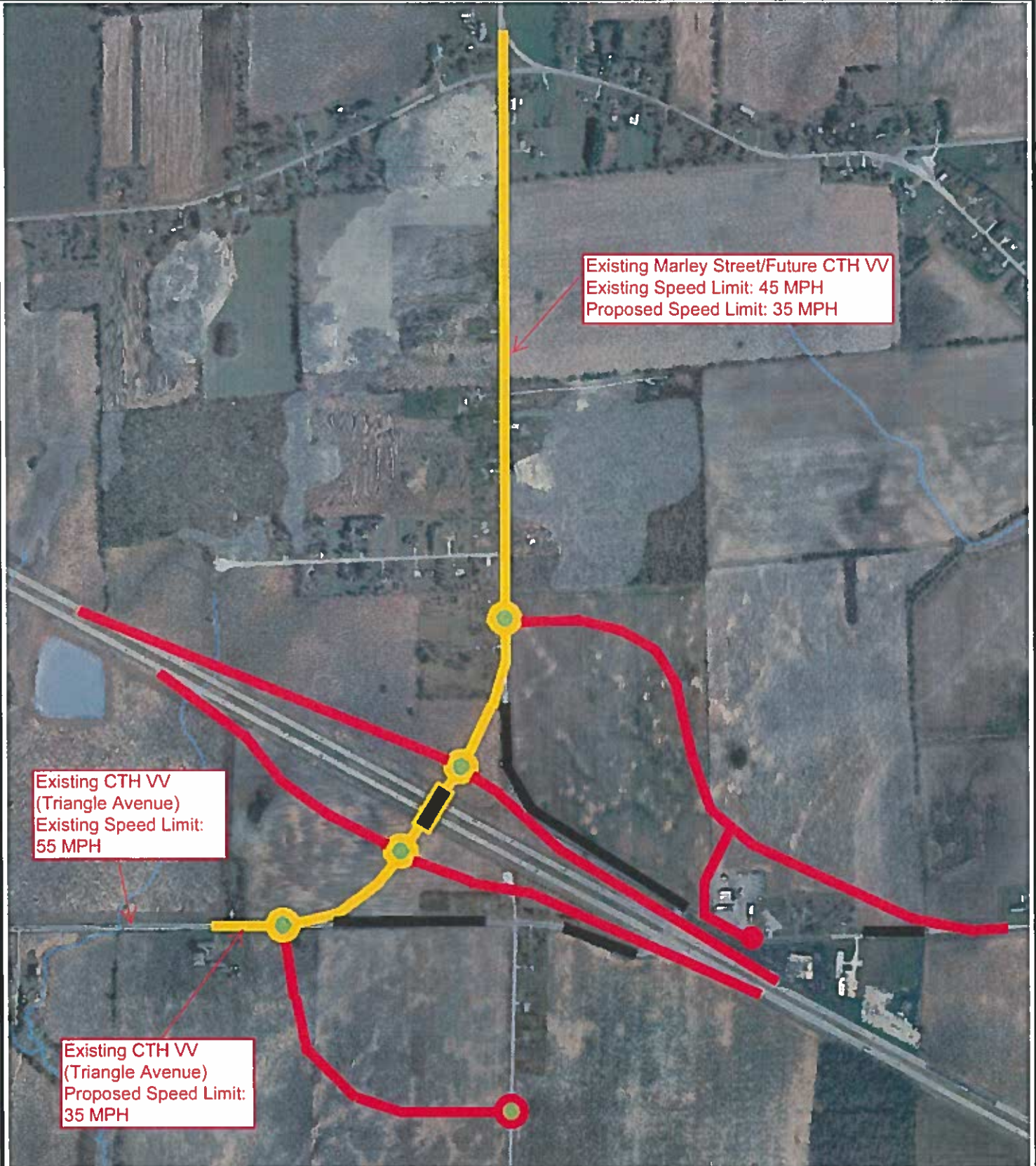
*Wisconsin Transportation Bulletin No. 21, Setting Speed Limits on Local Roads.* Wisconsin Transportation Information Center, 1999

*Setting Appropriate Speed Limits on Wisconsin's State Highways.* Wisconsin Department of Transportation.



PROJECT CTH VV Speed Study				JOB NO.	
SUBJECT Location Map				SHEET NO. 1 OF 1	
ORIGINATED BY NSU	DATE 11/8/19	CHECKED BY	DATE	CALC. NO.	REV. NO.

PROJECT LOCATION MAP



January 15, 2020

**AN ORDINANCE TO AMEND SCHEDULE A OF SECTION 340.0003  
OF CHAPTER 340 OF THE BROWN COUNTY CODE OF ORDINANCES  
CTH VV – VILLAGE OF HOBART - VILLAGE OF HOWARD - TOWN OF PITTSFIELD**

THE BROWN COUNTY BOARD OF SUPERVISORS DOES ORDAIN AS FOLLOWS:

**Section 1** - Schedule A of Section 340.0003 of Chapter 340 is hereby amended as follows:

**County Trunk Highway “VV”, Village of Hobart, Village of Pulaski, and Town of  
Pittsfield**

**Thirty-five miles per hour from 500 feet west of CTH “TS” to CTH “C”  
(Glendale Avenue).**

**Section 2** - This ordinance shall become effective upon passage and publication pursuant to law and upon completion of the CTH VV improvement project.

Respectfully submitted,

PLANNING, DEVELOPMENT &  
TRANSPORTATION COMMITTEE

Approved By:

\_\_\_\_\_  
COUNTY EXECUTIVE (Date)

\_\_\_\_\_  
COUNTY CLERK (Date)

\_\_\_\_\_  
COUNTY BOARD CHAIR (Date)

20-0040

Authored by: Public Works - Highway Division

Approved by: Corporation Counsel

*Fiscal Note: This ordinance does not require an appropriation from the General Fund. This work will be funded through the Public Works-Highway Capital project fund.*

BOARD OF SUPERVISORS ROLL CALL # \_\_\_\_\_

Motion made by Supervisor \_\_\_\_\_

Seconded by Supervisor \_\_\_\_\_

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				
DE WANE	2				
NICHOLSON	3				
HOYER	4				
GRUSZYNSKI	5				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SUENNEN	23				
SCHADEWALD	24				
LUND	25				
DENEYS	26				

Total Votes Cast \_\_\_\_\_

Motion:      Adopted \_\_\_\_\_ Defeated \_\_\_\_\_ Tabled \_\_\_\_\_

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 662-2160 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.  
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: 11/21/2019  
REQUEST TO: Planning, Development & Transportation Committee  
MEETING DATE: 12/16/2019  
REQUEST FROM: Paul Fontecchio, Director  
REQUEST TYPE: ☐ New resolution ☐ Revision to resolution  
☐ New ordinance ☒ Revision to ordinance

TITLE: AN ORDINANCE TO AMEND SCHEDULE A OF SECTION 340.0003 OF CHAPTER 340 OF THE BROWN COUNTY CODE OF ORDINANCES CTH VV – VILLAGE OF HOBART - VILLAGE OF HOWARD - TOWN OF PITTSFIELD

**ISSUE/BACKGROUND INFORMATION:**

Ensure the safety of the traveling public of Brown County. See attached Speed Study.

**ACTION REQUESTED:**

Recommend the PD&T Committee approve the Ordinance, to set the speed limit on CTH VV to 35 mph from 500 feet west of CTH TS to CTH C and forward on to the County Board of Supervisors for approval and implementation.

**FISCAL IMPACT:**

NOTE: *This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.*

1. Is there a fiscal impact? ☒ Yes ☐ No
  - a. If yes, what is the amount of the impact? \$1,572,085 – County Cost Share of Design, R/W, and Construction
  - b. If part of a bigger project, what is the total amount of the project? \$1,572,085
  - c. Is it currently budgeted? ☒ Yes ☐ No
2. If yes, in which account? 440.044.6182.200 (Construction Highway)
3. If no, how will the impact be funded? \_\_\_\_\_

☒ COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

22a

November 6, 2019

TO THE HONORABLE CHAIRMAN AND MEMBERS  
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

**RESOLUTION RECOMMENDING NOT TO INSTALL, AND TO REMOVE,  
TRANSVERSE RUMBLE STRIPS WITHIN 500 FEET OF RESIDENCES**

WHEREAS, the decision of whether and in what manner to install Transverse Rumble Strips on County Highways (CO HWYs) is at the discretion of the Highway Commissioner, who is guided by the recommendations of the State of WI Department of Transportation (DOT) Facility Design Manual (Manual), and its Standard Detail Drawings (SDDs); and

WHEREAS, the SDDs include DOT recommendations regarding how far Transverse Rumble Strips should be installed from the centerline of intersections, a distance which varies based on the posted speed limit, from 125-feet on a 35-MPH CO HWY, to 425-feet on a 55-MPH CO HWY; and

WHEREAS, while the Manual states that SDD recommendations are intended for application statewide, involve much research and coordination with numerous offices, and should be used without modification, the Manual also states that, *"The designer should be particularly aware of residences in the immediate area of the rumble strips. The sound generated from rumble strips may carry for a long distance, particularly at night when the ambient noise is quieter than in the daytime;"* and

WHEREAS, in recognition of the effect the amount of sound generated by rumble strips has on residences, it is desirable for the County Board to recommend that the Highway Commissioner not install, and remove, Transverse Rumble Strips within 500-feet of residences on CO HWYs.

**NOW THEREFORE BE IT RESOLVED** that the Brown County Board of Supervisors hereby recommends that the Highway Commissioner not install, and remove, Transverse Rumble Strips within 500-feet of residences on CO HWYs.

*Fiscal Note: This resolution does not require an appropriation from the General Fund, as this is a Sense of the County Board Resolution. Statutory authority regarding county highway safety standards rests with the Highway Commissioner.*

Respectfully submitted,

PLANNING, DEVELOPMENT AND  
TRANSPORTATION COMMITTEE

Approved By:

---

TROY STRECKENBACH  
COUNTY EXECUTIVE

Date Signed: \_\_\_\_\_

19-127R

Authored by Corporation Counsel

Approved by Corporation Counsel

CORPORATION COUNSEL

*Brown County*

305 EAST WALNUT STREET  
P.O. BOX 23600  
GREEN BAY, WISCONSIN 54305-3600



**David P. Hemery**  
Corporation Counsel

PHONE: (920) 448-4006  
FAX: (920) 448-4003  
EMAIL: [David.Hemery@co.brown.wi.us](mailto:David.Hemery@co.brown.wi.us)

**RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD**

DATE: 11-01-2019  
REQUEST TO: County Board  
MEETING DATE: 11-06-2019  
REQUEST FROM: Dave Hemery, as directed by PD&T Committee on 10-21-2019  
Corporation Counsel

REQUEST TYPE: ☒ New resolution ☐ Revision to resolution  
☐ New ordinance ☐ Revision to ordinance

TITLE: RESOLUTION RECOMMENDING NOT TO INSTALL, AND TO REMOVE, TRANSVERSE RUMBLE STRIPS WITHIN 500 FEET OF RESIDENCES

**ISSUE/BACKGROUND INFORMATION:**

To make formal County Board recommendation to County Highway Commissioner regarding Transverse Rumble Strips

**ACTION REQUESTED:**

Consideration

**FISCAL IMPACT:**

*NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.*

1. What is the amount of the fiscal impact? \$0
2. Is it currently budgeted? ☐ Yes ☐ No ☒ N/A (if \$0 fiscal impact)
  - a. If yes, in which account? \_\_\_\_\_
  - b. If no, how will the impact be funded? \_\_\_\_\_
  - c. If funding is from an external source, is it one-time ☐ or continuous? ☐
3. Please provide supporting documentation of fiscal impact determination.

☒ COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

23

December 18, 2019

TO THE HONORABLE CHAIRMAN AND MEMBERS  
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

**ALTERNATE**

**RESOLUTION RECOMMENDING NOT TO INSTALL, AND TO REMOVE,  
TRANSVERSE RUMBLE STRIPS WITHIN 500 FEET OF EXISTING RESIDENCES**

WHEREAS, the decision of whether and in what manner to install Transverse Rumble Strips on County Highways (CO HWYs) is at the discretion of the Highway Commissioner, who is guided by the recommendations of the State of WI Department of Transportation (DOT) Facilities Development Manual (FDM), and its Standard Detail Drawings (SDDs); and

WHEREAS, while the FDM states that SDD recommendations are intended for application statewide, involve much research and coordination with numerous offices, and should be used without modification, the FDM also states that, *"The designer should be particularly aware of residences in the immediate area of the rumble strips. The sound generated from rumble strips may carry for a long distance, particularly at night when the ambient noise is quieter than in the daytime;"* and

WHEREAS, numerous residents have repeatedly come before the Planning Development and Transportation committee and before the full County Board testifying to the substantial negative impacts to their lives as a result of Brown County installing Transverse Rumble Strips in very close proximity to their homes. Alleged impacts due to the noise generated from rumble strips include sleep disturbance/deprivation with negative impacts on health, substantial loss of the quiet use and enjoyment of their property and a reduction in property values which also reduces amounts of County and Local property taxes collected.

**WHEREAS**, in recognition of the effect the amount of sound generated by rumble strips has on residences, it is desirable for the County Board to recommend that the Highway Commissioner not install, and remove, Transverse Rumble Strips within 500-feet of existing residences on CO HWYs.

**NOW THEREFORE BE IT RESOLVED** that the Brown County Board of Supervisors hereby recommends that the Highway Commissioner not install, and remove, Transverse Rumble Strips within 500-feet of existing residences on CO HWYs.

*Fiscal Note: This resolution does not require an appropriation from the General Fund, as this is a Sense of the County Board Resolution. Statutory authority regarding county highway safety standards rests with the Highway Commissioner.*

Respectfully submitted,

PLANNING, DEVELOPMENT AND  
TRANSPORTATION COMMITTEE

Approved By:

\_\_\_\_\_  
TROY STRECKENBACH  
COUNTY EXECUTIVE

Date Signed: \_\_\_\_\_

**ALTERNATE**

Authored by Supervisor Deslauriers

Reviewed, Edited and Approved by Corporation Counsel

20

**BOARD OF SUPERVISORS ROLL CALL # \_\_\_\_\_**

Motion made by Supervisor \_\_\_\_\_

Seconded by Supervisor \_\_\_\_\_

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				
DE WANE	2				
NICHOLSON	3				
HOYER	4				
GRUSZYNSKI	5				
LEFEBVRE	6				
ERICKSON	7				
BORCHARDT	8				
EVANS	9				
VANDER LEEST	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSSEN	18				
KNEISZEL	19				
DESLAURIERS	20				
TRAN	21				
MOYNIHAN, JR.	22				
SUENNEN	23				
SCHADEWALD	24				
LUND	25				
DENEYS	26				

Total Votes Cast \_\_\_\_\_

Motion:        Adopted \_\_\_\_\_ Defeated \_\_\_\_\_ Tabled \_\_\_\_\_

PUBLIC WORKS DEPARTMENT

*Brown County*

2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.  
DIRECTOR

TO: PD&T Committee  
FROM: Paul Fontecchio, P.E.  
DATE: December 16, 2019  
RE: Summary of Operations

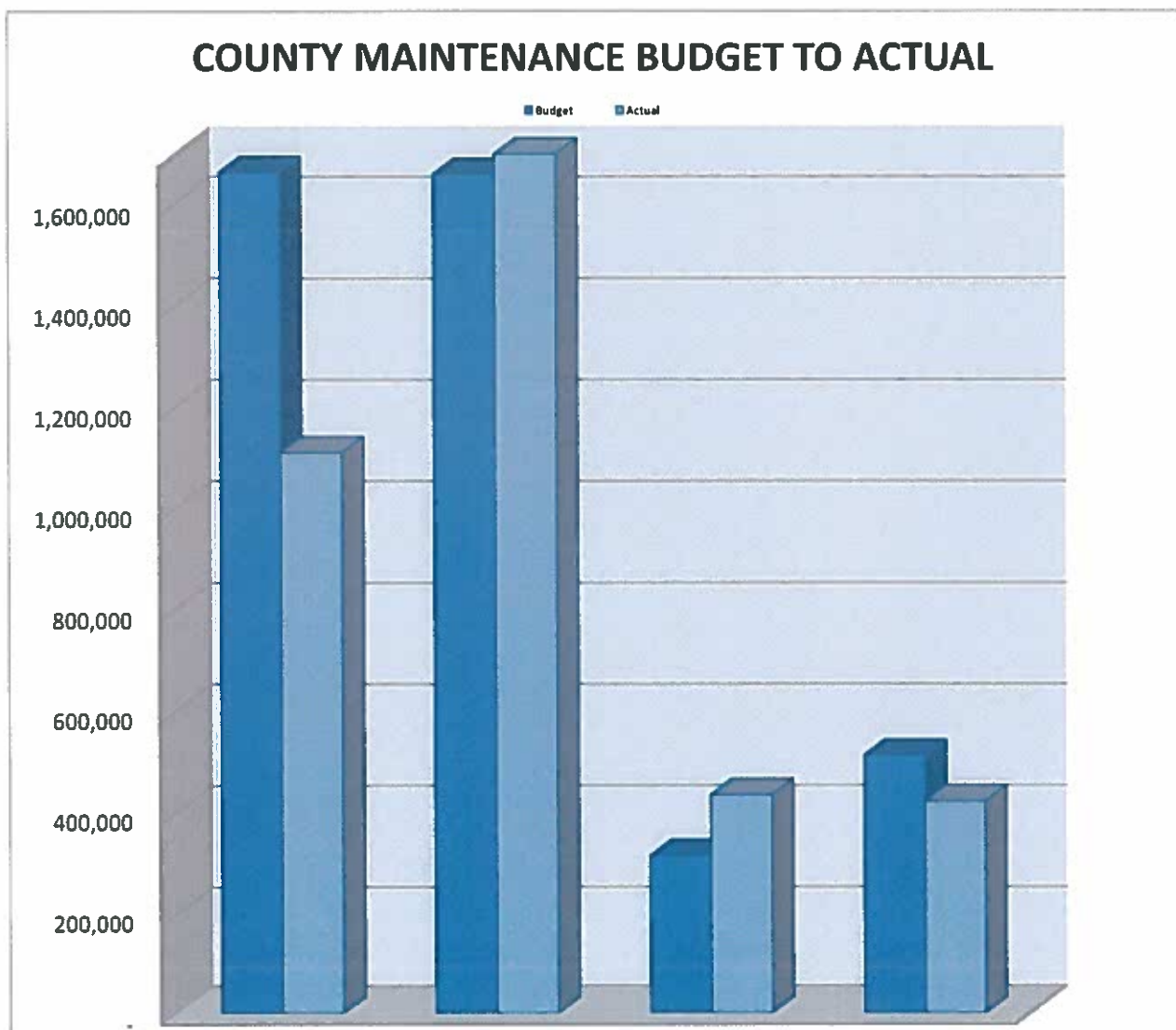
The Public Works Department is performing at a significantly higher than normal budget rate through the month of November. The end of November represents 91.67% of the year. Here is a summary of our operations:

(240) County Maintenance	102.27%
(660) State Maintenance	93.02%
(660) Other Work (Interdepartmental, Municipal, etc.)	124.05%
(400) Capital Projects	76.02%
Facilities	87.08%

Please see the attached charts for more details.

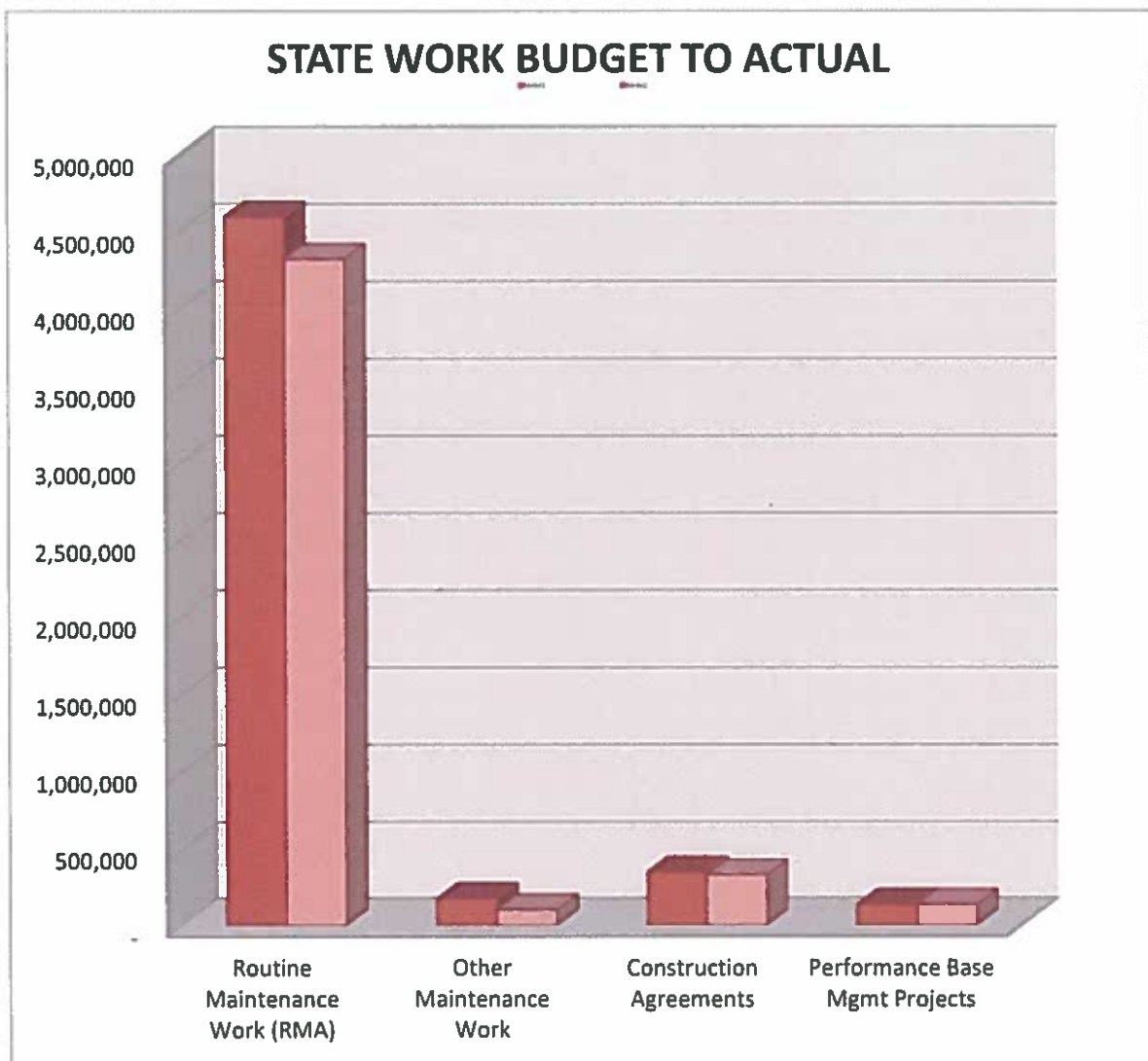
**BROWN COUNTY PUBLIC WORKS  
COUNTY MAINTENANCE BUDGET TO ACTUAL-FUND 240  
As Of 11/30/19**

	Budget	Actual	Remaining	Percentage Used
Summer Work	1,663,949	1,111,753	552,196	66.81%
Winter Work	1,659,750	2,575,780	(916,030)	155.19%
Engineering	316,225	436,584	(120,359)	138.06%
Traffic Operations	514,306	424,006	90,300	82.44%
Additional GTA				
Flooding/Stormwater	518,378	194,731	323,647	37.57%
County Incidents	30,000	66,323	(36,323)	221.08%
Total	4,702,608	4,809,177	(106,568)	102.27%



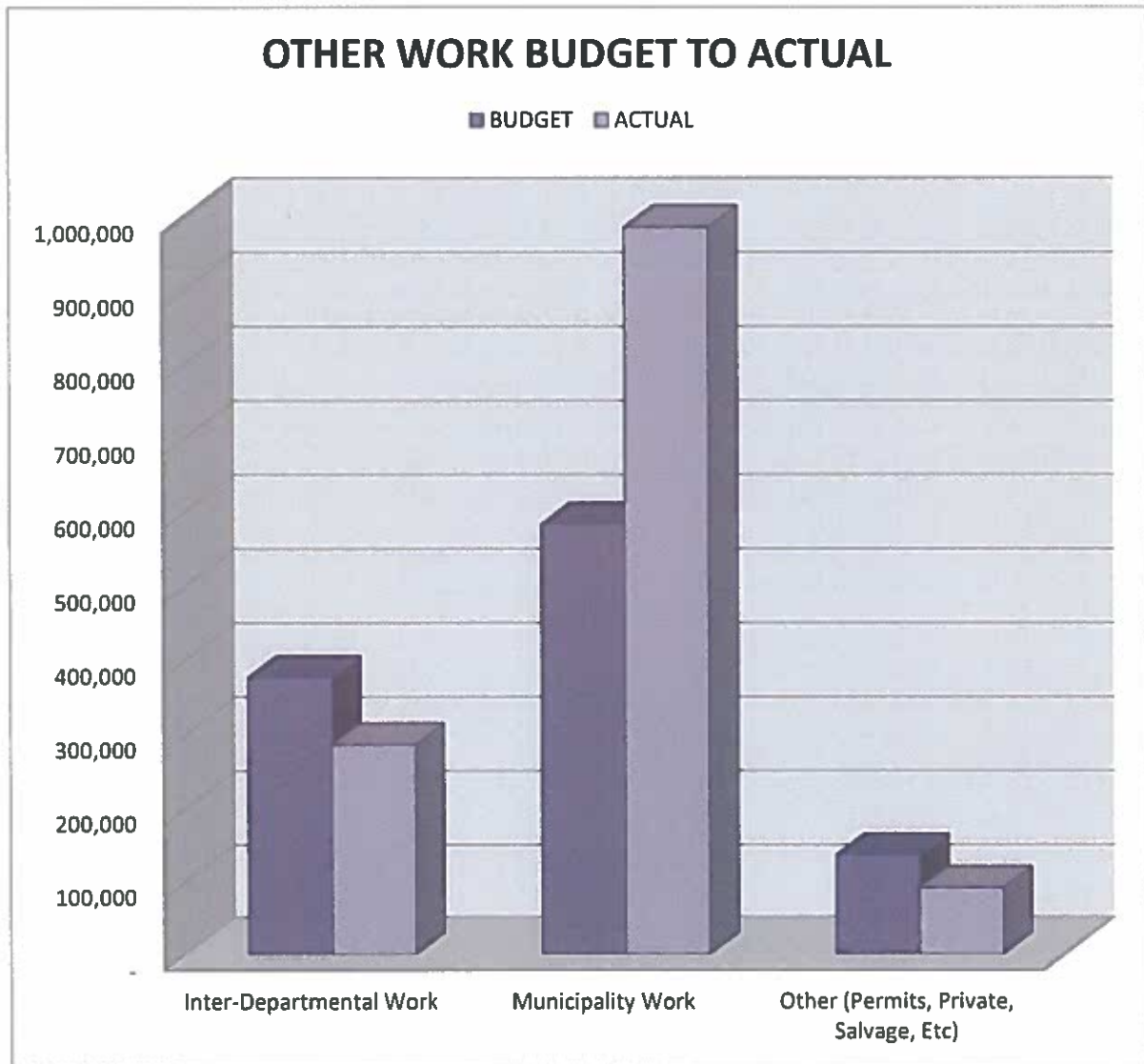
# **BROWN COUNTY PUBLIC WORKS-HIGHWAY STATE WORK BUDGET TO ACTUAL As Of 11/30/2019**

	Budget	Actual	Remaining	Percentage Used
Routine Maintenance Work (RMA)	4,593,000	4,319,342	273,658	94.04%
Other Maintenance Work	175,014	102,002	73,012	58.28%
Construction Agreements	347,663	327,802	19,860	94.29%
Performance Base Mgmt Projects	133,121	133,121	-	100.00%
<b>Total</b>	<b>5,248,798</b>	<b>4,882,267</b>	<b>366,531</b>	<b>93.02%</b>



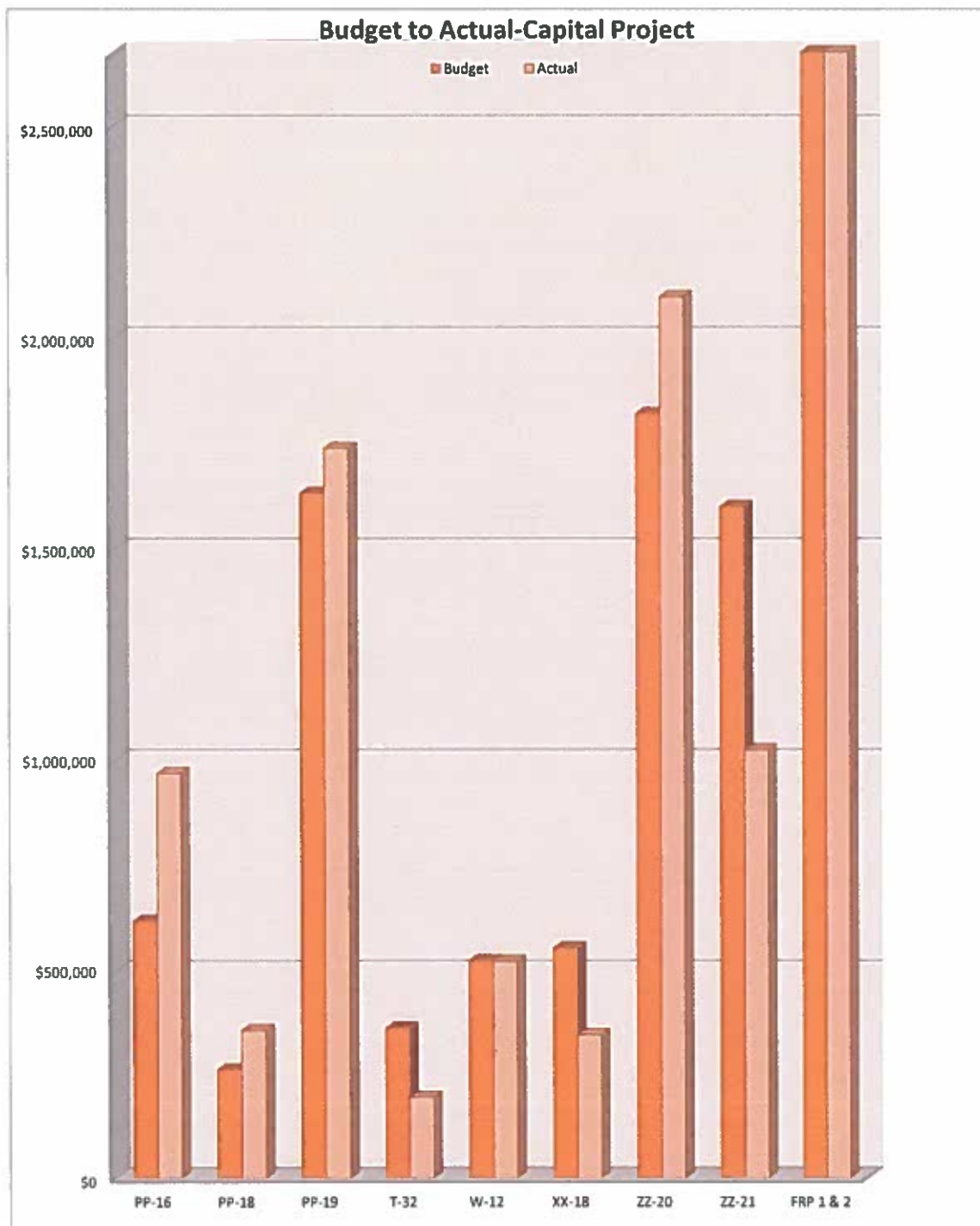
# **BROWN COUNTY PUBLIC WORKS-HIGHWAY OTHER WORK BUDGET TO ACTUAL As Of 11/30/19**

	Budget	Actual	Remaining	Percentage Used
Inter-Departmental Work	377,466	286,605	90,861	75.93%
Municipality Work	584,300	984,911	(400,611)	168.56%
Other (Permits, Private, Salvage, Etc)	137,285	91,888	45,397	66.93%
Total	1,099,051	1,363,405	(264,354)	124.05%



**BROWN COUNTY HIGHWAY DEPARTMENT  
CAPITAL PROJECT EXPENSE-BUDGET TO ACTUAL  
As Of 11/30/19**

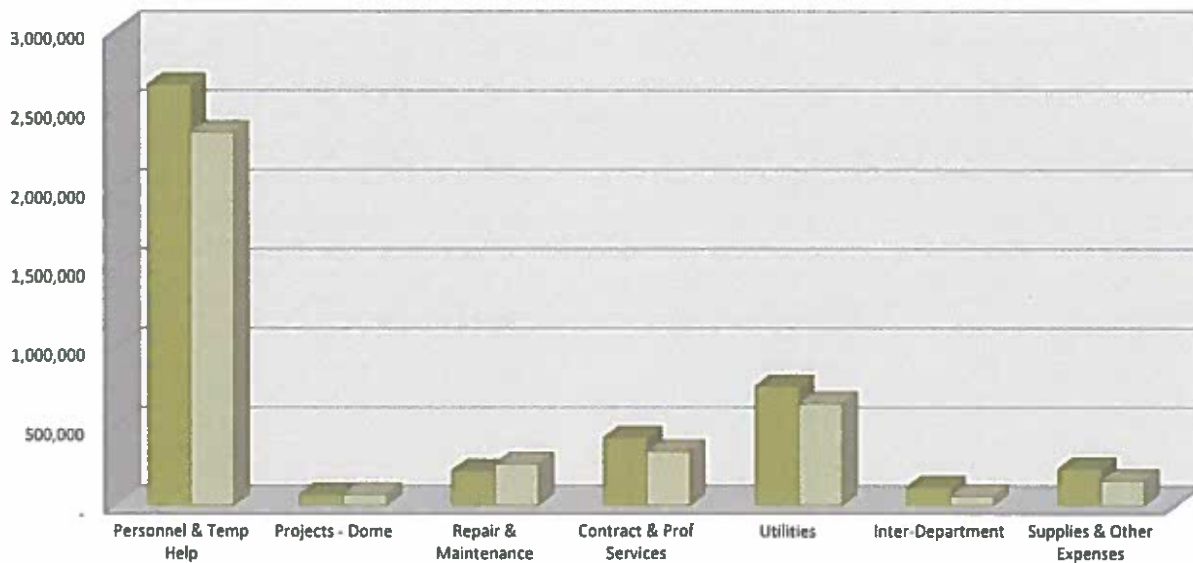
Project	Project Description	% BC Cost	Budget	Actual	Remaining	Percentage
PP-16	School Rd to Shirley Rd	100%	\$618,750	\$968,465	-\$349,715	156.52%
PP-18	Shirley Rd to Lasee Rd	100%	\$267,000	\$359,959	-\$92,959	134.82%
PP-19	Lasee Rd to Viking Lane	100%	\$1,632,000	\$1,738,048	-\$106,048	106.50%
T-32	CTH KB to North Ave (V. Denmark)	22%	\$365,000	\$197,844	\$167,156	54.20%
W-12	Man-Cal Rd to Kings Rd	100%	\$525,000	\$523,119	\$1,881	99.64%
XX-18	East River Bridge to Bellevue Street	100%	\$554,000	\$348,962	\$205,038	62.99%
ZZ-20	Partridge Rd to Wrightstown Rd	100%	\$1,820,000	\$2,096,299	-\$276,299	115.18%
ZZ-21	CTH ZZ 2019 Slope Repair	100%	\$1,600,000	\$1,023,769	\$576,231	63.99%
FRP 1 & 2	Earthwork & Stormwater Retention Pond	100%	\$10,462,412	\$6,341,168	\$4,121,244	60.61%
<b>Total</b>			<b>\$17,844,162</b>	<b>\$13,597,634</b>	<b>\$4,246,528</b>	<b>76.20%</b>



**BROWN COUNTY PUBLIC WORKS  
FACILITY MANAGEMENT BUDGET TO ACTUAL  
As Of 11/30/2019**

	Budget	Actual	Remaining	% Used
Personnel & Temp Help	2,659,936	2,360,223	299,713	88.73%
Projects - Dome	70,000	69,567	433	99.38%
Repair & Maintenance	219,733	264,537	(44,804)	120.39%
Contract & Prof Services	430,392	343,436	86,957	79.80%
Utilities	755,446	649,502	105,944	85.98%
Inter-Department	115,321	59,405	55,916	51.51%
Supplies & Other Expenses	233,121	158,166	74,955	67.85%
<b>Total</b>	<b>4,483,949</b>	<b>3,904,836</b>	<b>579,113</b>	<b>87.08%</b>

**FACILITY MANAGEMENT BUDGET TO ACTUAL**



PUBLIC WORKS DEPARTMENT

*Brown County*

2198 GLENDALE AVENUE  
GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576  
EMAIL: bc\_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.  
DIRECTOR

TO: PD&T Committee  
FROM: Paul Fontecchio, P.E.  
DATE: December 16, 2019  
RE: Director's Report

**PROJECTS:**

**FRP-1 (Fill to BC Farm):** Minor trucking from the sewer project hauling to the farm site continued in October and November. Approximately 30,000 additional cubic yards of material is anticipated to be hauled to the site starting in January.

**FRP-2 (Storm Sewer & Pond):** Dorner Inc. continues to work on the lift station location and the storm sewer pipes along Quincy Street. The updated schedule from Dorner Inc. puts completion of the project in February.

**Jail, Medical Examiner, and CTC Projects:** Detailed design is finalizing. Brown County Highway staff started work at the site the first week of December with placing silt fence and will continue to work on the earthwork through the winter. The building portion of the projects go out for bidding in January, 2020.

**STH 29 & CTH VV Interchange:** Design of the interchange project continues.

**Southern Bridge Tier I EIS:** The Tier I EIS work continues. Brown County has secured signed agreements with the three municipal partners – the Town of Lawrence, City of De Pere, and the Town of Ledgeview. In addition, Brown County is under contract with Jacob's Engineering for the Tier 1 environmental work. On December 5, 2019 a local officials meeting was held and on December 11, 2019 the first public information meeting was held which included a general update showing the alternatives and background information done to date. A second public meeting is tentatively planned for March, 2020 which will be more focused on a preferred alternative. By July 2020 we anticipate draft EIS approval from the Wisconsin DOT and Federal Highway Administration (FHWA). In August 2020 a public hearing will be held regarding the preferred alternative. By October 1, 2020 we are targeting a final Tier 1 EIS and Record of Decision from the FHWA.

**CTH ZZ:** CTH ZZ opened to traffic on November 15, 2019. There will be some final landscaping that will need to be done in spring due to the late & wet fall work.

### SNOW:

According to WBAY, through December 1, 2019, "Green Bay's snowfall for the season is now 20.2". This represents 39% of the yearly average snowfall of 51.4".

As of December 1, 2019 we have sent out the plows eight times with the first snow event on October 29<sup>th</sup>.



### BRIDGE TENDERS:

As of December 1, 2019, Public Works has officially taken over the bridge tender duties for the State of Wisconsin for the downtown bridges.



### TOW-PLOWS:

As has been reported to PD&T in the past, Brown County was the first county in the State of Wisconsin to utilize tow-plows. We received the following email from Jim Hughes, the Chief State Highway Maintenance Engineer (WisDOT):

*"Hi Paul, Wow, I just heard from the tow plow folks that several counties are talking to them about tow plows. I understand 5 have been ordered. This is great news Paul and Brown County positively opened the doors in Wisconsin on this. Thank-you!"*

Public Works has also provided training and demonstrated the tow-plows with Winnebago County and Dane County. Winnebago County has purchased their first tow-plow this year and Dane County has budgeted four quad-axle trucks and tow-plows to be purchased next year. We received this email from the Dane County Highway Commissioner:

*Mike,*

*Thank you and Doug for taking time out of your busy schedules to bring your Quad axle truck and tow plow to our Press Conference. I appreciate the time you and Doug took to answer all the questions everyone had about the truck and tow plow. For our people and the press to actually see this machinery gave everyone a much deeper understanding of what this equipment can do for Dane County.*

*We also want to thank Paul Fontecchio for allowing the equipment to come to Dane County. The partnership that Dane County and Brown County has is a special relationship; always know that Dane County will gladly assist you if you need anything.*

*Attached is the news clip <https://www.channel3000.com/news/dane-county-invests-in-new-snowplow-to-clear-roads-quicker/1145816918> and link to the news article [https://madison.com/ct/news/local/govt-and-politics/dane-county-invests-in-tow-plow-technology-to-clear-roads/article\\_cfb5a853-8858-517f-ae6a-bb8187a17eec.html](https://madison.com/ct/news/local/govt-and-politics/dane-county-invests-in-tow-plow-technology-to-clear-roads/article_cfb5a853-8858-517f-ae6a-bb8187a17eec.html).*

*Thanks again to you, Paul and Doug for making this event a success.*

*Sincerely,*

*Jerry Mandli, P.E.  
Commissioner / Director of Public Works*

**TWELVE-HOUR DAYS:**

**Highway Division:** Highway incurred 1,465.75 hours of overtime in October and 2,391.25 hours of overtime in November. Substantially, all overtime was related to roadway construction projects and snow events. The amounts in excess of 12 hours per day for October and November are attached.

**Facility Management Division:** Facilities incurred 59.5 hours of overtime in October and 118.25 hours in November. The overtime was related to longer cleaning shifts to cover vacancies and mechanical repairs. The amounts in excess of 12 hours per day for October and November are attached.

**STAFFING REPORT:**

See Attached Table.

**Public Works - Highway Division**  
**12-Hour Work Days**  
**10/1/19 - 10/31/19**

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
10/2/2019	Engelmann, Curt	State/County Shouldering, ZZ-21	12.25
10/2/2019	Gussert, Tim	ZZ-21	12
10/2/2019	Johnson, Jason	ZZ-21	12.25
10/2/2019	Kapinos, Vinnie	Patching, Rumble Strips	12.5
10/2/2019	Ledvina, Jason	Signing, State Night Work	13.5
10/2/2019	LeGrave, Steve	FRP-1	12
10/2/2019	Messerschmidt, Bill	ZZ-21	12
10/2/2019	Sequin, Scott	State/County Shouldering, ZZ-21	12
10/3/2019	Ferry, Jim	Mechanic Shop, Fuel Equipment in the Field	12
10/3/2019	Johnson, Jason	ZZ-21	12.25
10/3/2019	Mangin, Justin	ZZ-21	12
10/3/2019	Maus, Todd	ZZ-21	13.25
10/3/2019	Schmechel, Brett	Drainage, ERC Call-in	12
10/3/2019	Schraufnagel, Dan	County / State Sweeping, ZZ-21	12
10/3/2019	Zelten, Brian	ZZ-21	12
10/7/2019	Mangin, Justin	T-33, ZZ-21	12.5
10/7/2019	Maus, Todd	ZZ-21	12.5
10/8/2019	Bouche, Macaine	State Night Work	13.75
10/8/2019	Burney, Tim	State Night Work	13.25
10/8/2019	Byrne, Nate	State Night Work	13.75
10/8/2019	Charles, Brad	State Night Work	14
10/8/2019	Gussert, Tim	ZZ-21	12
10/8/2019	Hennes, Pat	Signing, State Night Work	14
10/8/2019	Mangin, Justin	ZZ-21	12.25
10/8/2019	Maus, Todd	ZZ-20, ZZ-21	13
10/8/2019	McEwen, Bryan	State Night Work	13.75
10/8/2019	Mineau, Zach	State Night Work	13.25
10/8/2019	Sequin, Scott	THOL-23, ZZ-21	12.5
10/8/2019	Skaletski, Todd	State Night Work	13.75
10/8/2019	Vlies, Kevin	State Night Work	13.75
10/8/2019	Zelten, Brian	ZZ-21	12.25
10/9/2019	Allen, Chris	ZZ-20	12.25
10/9/2019	Bouche, Macaine	State Night Work	13.75
10/9/2019	Burney, Tim	State Night Work	13.75
10/9/2019	Byrne, Nate	State Night Work	13.75
10/9/2019	Charles, Brad	State Night Work	13.75
10/9/2019	Curl, Todd	Mechanic Shop	13
10/9/2019	DuBois, Dave	Signing, State Night Work	13.5
10/9/2019	Johnson, Jason	ZZ-20	12.25
10/9/2019	Mangin, Justin	ZZ-20, ZZ-21	12
10/9/2019	Maus, Todd	ZZ-20, ZZ-21	13
10/9/2019	McEwen, Bryan	State Night Work	13.5

## 12-Hour Report

10/1 - 10/31/19

Page 2

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
10/9/2019	Mineau, Zach	State Night Work	13.75
10/9/2019	Skaletski, Todd	State Night Work	14.25
10/9/2019	Vlies, Kevin	State Night Work	14.25
10/10/2019	Allen, Chris	ZZ-20	13
10/10/2019	Bockelman, Ben	ZZ-20	12
10/10/2019	Gussert, Tim	ZZ-21	12.75
10/10/2019	Schraufnagel, Dan	ZZ-20, ZZ-21	12
10/10/2019	Shimanek, Steve	ZZ-21	13
10/10/2019	Zelten, Brian	ZZ-21	12.75
10/14/2019	Maus, Todd	ZZ-21	12.5
10/15/2019	Gussert, Tim	ZZ-21	12
10/15/2019	Johnson, Jason	ZZ-21	12
10/15/2019	Maus, Todd	ZZ-21	13
10/16/2019	Burney, Tim	State Night Work	12.5
10/16/2019	Byrne, Nate	State Night Work	13.5
10/16/2019	Charles, Brad	State Night Work	14
10/16/2019	Gussert, Tim	ZZ-21	12.5
10/16/2019	Mangin, Justin	ZZ-21	12.25
10/16/2019	Maus, Todd	ZZ-21	13.5
10/16/2019	McEwen, Bryan	State Night Work	13.5
10/16/2019	Messerschmidt, Bill	ZZ-21	12.25
10/16/2019	Mineau, Zach	State Night Work	13
10/16/2019	Rentmeester, Dan	State Night Work	13.5
10/16/2019	Shimanek, Steve	ZZ-21	13.25
10/16/2019	Skaletski, Todd	State Night Work	14
10/16/2019	Van Rite, Paul	ZZ-21	12.25
10/16/2019	Vlies, Kevin	State Night Work	14
10/17/2019	Burney, Tim	State Night Work	13
10/17/2019	Charles, Brad	State Night Work	13.5
10/17/2019	Gussert, Tim	ZZ-21	12.75
10/17/2019	Ledvina, Jason	ERC Call-in; ZZ-21 Pavement Markings	15
10/17/2019	McEwen, Bryan	State Night Work	13.5
10/17/2019	Mineau, Zach	State Night Work	14
10/17/2019	Rentmeester, Dan	State Night Work	13.5
10/17/2019	Skaletski, Todd	State Night Work	14
10/17/2019	Vlies, Kevin	State Night Work	14
10/17/2019	Williams, Tim	VDEN-2, ZZ-21, ERC Call-in	15
10/18/2019	Johnson, Jason	ZZ-21	12
10/18/2019	Maus, Todd	ZZ-21	12
10/18/2019	Sperberg, Mark	VDEN-2, ZZ-21, ERC Call-in	13.5
10/18/2019	Zalewski, Jared	ERC Call-in; Accident Traffic Control	12

## 12-Hour Report

10/1 - 10/31/19

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DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
10/21/2019	Sweemer, Steve	Mechanic Shop	12
10/23/2019	Gussert, Tim	ZZ-21	12.25
10/23/2019	Messerschmidt, Bill	ZZ-21	12.25
10/24/2019	Allen, Chris	Anti-Icing Bridge Decks, ZZ-21	15.75
10/24/2019	Maus, Todd	ZZ-21	13
10/25/2019	Allen, Chris	Anti-Icing Bridge Decks, ZZ-21	14
10/25/2019	Maus, Todd	ZZ-21, ZZ-20	12.25
10/28/2019	Allen, Chris	Salt Brine Roads	15
10/28/2019	Bastian, Dan	Asphalt Plant	12.25
10/28/2019	Bray, Scott	Mechanic Shop	12.75
10/28/2019	Curl, Todd	Mechanic Shop	12.75
10/28/2019	Goral, Nick	Asphalt Plant, Mechanic Shop Helper	12
10/28/2019	Sequin, Scott	ZZ-21, EA-9	12
10/29/2019	Allen, Chris	Salt Brine Roads, Sweep, State Roamer	13
10/29/2019	Bockelman, Ben	Mechanic Shop Helper	12
10/29/2019	Burney, Tim	State Night Work, Plowing	12
10/29/2019	Byrne, Nate	State Night Work, Plowing	12.25
10/29/2019	Charles, Brad	State Night Work, Plowing	13
10/29/2019	Curl, Todd	Mechanic Shop	12.25
10/29/2019	Goral, Nick	Mechanic Shop Helper	16
10/29/2019	Gussert, Tim	ZZ-21	12.75
10/29/2019	Healy, Aaron	State Night Work, Plowing	12
10/29/2019	Kapinos, Vinnie	Mechanic Shop Helper	12
10/29/2019	Mangin, Justin	Mechanic Shop Helper	16
10/29/2019	Maus, Todd	ZZ-20, ZZ-21	12
10/29/2019	McEwen, Bryan	State Night Work, Plowing	12
10/29/2019	Mineau, Zach	State Night Work	13
10/29/2019	Rentmeester, Dan	State Night Work, Plowing	13
10/29/2019	Sequin, Scott	Plowing / Salting, ZZ-20	12.75
10/29/2019	Skaletski, Todd	State Night Work, Plowing	12.25
10/29/2019	Sperberg, Mark	Plowing / Salting, ZZ-20	13
10/29/2019	Sweemer, Steve	Mechanic Shop	12
10/29/2019	Vieth, Ryan	State Night Work, Plowing	13
10/29/2019	Vlies, Kevin	State Night Work, Plowing	12
10/30/2019	Allen, Chris	State Roamer, Sweep, EA-9, FRP-1	12
10/30/2019	Bastian, Dan	Asphalt Plant	12.25
10/30/2019	Bockelman, Ben	Mechanic Shop Helper	13
10/30/2019	Burney, Tim	State Night Work	12
10/30/2019	Byrne, Nate	State Night Work	12
10/30/2019	Charles, Brad	State Night Work	13.5
10/30/2019	Curl, Todd	Mechanic Shop	12

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## 12-Hour Report

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DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
10/30/2019	Dallas, Chris	EA-9	12.5
10/30/2019	Goral, Nick	Asphalt Plant, Mechanic Shop Helper	12.75
10/30/2019	Gussert, Tim	ZZ-21	12.25
10/30/2019	Healy, Aaron	State Night Work	12
10/30/2019	Kapinos, Vinnie	Mechanic Shop Helper	13
10/30/2019	Kostreva, Jim	EA-9	12.5
10/30/2019	Mangin, Justin	Mechanic Shop Helper	12.5
10/30/2019	Maus, Todd	ZZ-20, ZZ-21	12.25
10/30/2019	McEwen, Bryan	State Night Work	12
10/30/2019	Mineau, Zach	State Night Work, Plowing	13
10/30/2019	Rentmeester, Dan	State Night Work	12
10/30/2019	Sequin, Scott	ZZ-21, EA-9, ZZ-21	13
10/30/2019	Skaletski, Todd	State Night Work	12
10/30/2019	Taicher, Kevin	EA-9	13
10/30/2019	Thompson, Nick	EA-9	13.25
10/30/2019	Tilkens, Todd	Mowing	12
10/30/2019	Vieth, Ryan	State Night Work	13
10/30/2019	Vlies, Kevin	State Night Work	12
10/30/2019	Wessley, Brad	EA-9	12
10/30/2019	Woelfel, Jon	EA-9	12.75
10/30/2019	Zellner, Aaron	Mechanic Shop Helper	12
10/31/2019	Bouche, Macaine	State Night Work, Plowing, BT Testing	14
10/31/2019	Charles, Brad	State Night Work, Plowing, BT Testing	14.25
10/31/2019	Loritz, Nancy	Plow / Salt, FTDC-1	12.25
10/31/2019	Mangin, Justin	Mechanic Shop Helper	13.25
10/31/2019	Mineau, Zach	State Night Work	12.25
10/31/2019	Sequin, Scott	Plow / Salt, ZZ-21	12.5
10/31/2019	Skaletski, Todd	State Night Work, Plowing	12.5
10/31/2019	Sperberg, Mark	Plow / Salt, FTDC-1	12.5
10/31/2019	Vieth, Ryan	State Night Work, Plowing	13

**Public Works - Highway Division**  
**12-Hour Work Days**  
**11/1/19 - 11/30/19**

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
11/1/2019	Bockelman, Ben	Mechanic Shop Helper	12.25
11/1/2019	Curl, Todd	Mechanic Shop	12.5
11/1/2019	Goral, Nick	Mechanic Shop Helper, Asphalt Plant	12.25
11/1/2019	Kapinos, Vince	Mechanic Shop Helper	12.25
11/1/2019	Mangin, Justin	Mechanic Shop Helper	12.25
11/4/2019	Curl, Todd	Mechanic Shop	12.25
11/4/2019	Sweemer, Steve	Mechanic Shop	12
11/5/2019	Curl, Todd	Mechanic Shop	12
11/5/2019	Mangin, Justin	Mechanic Shop Helper	12.5
11/6/2019	Curl, Todd	Mechanic Shop	15
11/6/2019	Engelmann, Curt	Sand Bags; Plowing / Salting	12.25
11/6/2019	Haumschild, Dan	FTDC-1	12.25
11/6/2019	Loritz, Nancy	FTDC-1, ZZ-21, Plowing / Salting	13.5
11/6/2019	Mangin, Justin	Mechanic Shop Helper	13
11/6/2019	Sausen, Jim	Plowing / Salting, Stockroom	13.75
11/6/2019	Shimanek, Steve	FTDC-1	12.75
11/6/2019	Skaletski, Todd	Plowing / Salting	12.25
11/6/2019	Sperberg, Mark	FTDC-1, Plowing / Salting	12.75
11/6/2019	Thompson, Bill	FTDC-1	12.75
11/7/2019	Buhr, Mike	Mechanic Shop	13
11/7/2019	Curl, Todd	Mechanic Shop	12
11/7/2019	Thompson, Nick	ZZ-20	12
11/11/2019	Allen, Chris	Plowing / Salting, FRP-1	13.5
11/11/2019	Bastian, Dan	Plowing / Salting, Asphalt Plant	12
11/11/2019	Corrigan, Chad	Plowing / Salting	12
11/11/2019	Gussert, Tim	Plowing / Salting, Marker Posts	12
11/11/2019	Hugueta, Bob	Mechanic Shop	12
11/11/2019	Little, Bob	Plowing / Salting, FTDC-1	12
11/11/2019	Loritz, Nancy	Plowing / Salting, Marker Posts	12
11/11/2019	Melbauer, Charlie	Plowing / Salting, Make Brine	12
11/11/2019	Noe, Terry	Plowing / Salting, Brine Maintenance	12
11/11/2019	Peot, Tracy	Load Salt, Make Brine	12.5
11/11/2019	Reedy, Jason	Plowing / Salting, Marker Posts	12
11/11/2019	Sausen, Jim	Plowing / Salting, Stockroom	12.5
11/11/2019	Scray, Norb	Plowing / Salting, State Roamer	12
11/11/2019	Sequin, Scott	Plowing / Salting, Marker Posts	12
11/11/2019	Shimanek, Steve	Plowing / Salting, Mechanic Shop	12.5
11/11/2019	Stein, Kelly	Plowing / Salting, FTDC-1	12
11/11/2019	Umentum, Matt	Plowing / Salting, FTDC-1	12
11/11/2019	VanDenBush, Ken	Electical Duties, Signal Knockdown	12.75
11/11/2019	VanDenElzen, Ken	Plowing / Salting, Patching	12

12-Hour Report

11/1 - 11/30/19

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DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
11/11/2019	Williams, Tim	Plowing / Salting	12
11/12/2019	Curl, Todd	Mechanic Shop	12
11/12/2019	Dallas, Chris	ZZ-20	12
11/12/2019	Mangin, Justin	Mechanic Shop Helper	14
11/12/2019	Sweemer, Steve	Mechanic Shop	12
11/13/2019	Allen, Chris	Plowing / Salting, State Roamer	12
11/13/2019	Bastian, Dan	Plowing / Salting	12
11/13/2019	Bogucki, Bill	Plowing / Salting	12
11/13/2019	Bray, Scott	Mechanic Shop	14.5
11/13/2019	Buhr, Mike	Mechanic Shop	13.5
11/13/2019	Byrne, Nate	Plowing / Salting	12
11/13/2019	Charles, Brad	Plowing / Salting, Night Watchman	13.75
11/13/2019	Charneski, Ben	Mechanic Shop	14.5
11/13/2019	Corrigan, Chad	Plowing / Salting, Marker Posts	12
11/13/2019	Curl, Todd	Mechanic Shop	15
11/13/2019	Dallas, Chris	Plowing / Salting	12
11/13/2019	Dickerson, Ben	Plowing / Salting	12
11/13/2019	Dixon, Darrell	Plowing / Salting	12
11/13/2019	Doucha, Dean	Plowing / Salting	12
11/13/2019	Drewiske, Doug	Plowing / Salting	12
11/13/2019	Ferry, Jim	Mechanic Shop	13.25
11/13/2019	Goral, Nick	Mechanic Shop Helper, Plowing / Salting	14
11/13/2019	Gussert, Tim	Plowing / Salting	12.25
11/13/2019	Haumschild, Dan	Plowing / Salting	12
11/13/2019	Huguet, Bob	Mechanic Shop	14
11/13/2019	Johnson, Jason	Plowing / Salting	12
11/13/2019	Kapinos, Vinnie	Mechanic Shop Helper, Plowing / Salting	12.5
11/13/2019	Kostreva, James	Plowing / Salting	12.5
11/13/2019	Little, Bob	Plowing / Salting	12
11/13/2019	Loritz, Nancy	Plowing / Salting	12
11/13/2019	Mangin, Justin	Mechanic Shop Helper, Plowing / Salting	14.5
11/13/2019	Margitan, Jim	Plowing / Salting	12
11/13/2019	Melbauer, Charlie	Plowing / Salting	12
11/13/2019	Messerschmidt, Bill	Plowing / Salting	12
11/13/2019	Mineau, Zach	Plowing / Salting	13
11/13/2019	Noe, Terry	Plowing / Salting	12
11/13/2019	Reedy, Jason	Plowing / Salting	12
11/13/2019	Rentmeester, Dan	Plowing / Salting	12
11/13/2019	Sausen, Jim	Plowing / Salting	12
11/13/2019	Scray, Norb	Plowing / Salting	12
11/13/2019	Sequin, Scott	Plowing / Salting	12

## 12-Hour Report

11/1 - 11/30/19

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DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
11/13/2019	Sperberg, Mark	Plowing / Salting	12
11/13/2019	Taicher, Kevin	Plowing / Salting, State Roamer	12
11/13/2019	Thompson, Nick	Plowing / Salting	12
11/13/2019	Umentum, Matt	Clean Sand Bins, Plowing / Salting	12.5
11/13/2019	VanDeHei, Jamie	Plowing / Salting, Night Watchman	13.5
11/13/2019	VanRite, Paul	Plowing / Salting	12
11/13/2019	Veldboom, Zach	Mechanic Shop	12
11/13/2019	VerHaagh, Ken	Mechanic Shop	14.75
11/13/2019	Vlies, Kevin	Plowing / Salting	12
11/13/2019	Wendricks, Brandon	Plowing / Salting	12
11/13/2019	Wessley, Brad	Plowing / Salting	12
11/13/2019	Woelfel, Jon	Plowing / Salting, Night Watchman	13
11/13/2019	Zelten, Brian	Plowing / Salting	12.25
11/14/2019	Allen, Chris	Plowing / Salting, State Roamer	12.25
11/14/2019	Bastian, Dan	Plowing / Salting, Asphalt Plant	12
11/14/2019	Collins, Robbie	Plowing / Salting, Snowfence	12
11/14/2019	Dallas, Chris	Plowing / Salting, Marker Posts	12
11/14/2019	Doucha, Dean	Plowing / Salting	12
11/14/2019	LeGrave, Steve	Plowing / Salting, Patching	12
11/14/2019	Loritz, Nancy	Plowing / Salting, Snowfence	12
11/14/2019	Noe, Terry	Plowing / Salting, Make Brine	12
11/14/2019	Reedy, Jason	Plowing / Salting, ZZ-21	12
11/14/2019	Sausen, Jim	Plowing / Salting, Stockroom	12
11/14/2019	Scray, Norb	Plowing / Salting, State Roamer	12
11/14/2019	Sequin, Scott	Plowing / Salting, Haul Salt to T. Humboldt	12
11/14/2019	Sperberg, Mark	Plowing / Salting, Haul Salt to T. Humboldt	12
11/14/2019	Stein, Kelly	Plowing / Salting, Patching	12
11/14/2019	Thompson, Nick	Plowing / Salting, ZZ-20	12
11/14/2019	Umentum, Matt	Plowing / Salting, FTDC-1	12
11/14/2019	Wessley, Brad	Plowing / Salting, Snowfence	12
11/14/2019	Williams, Tim	Plowing / Salting, Marker Posts	12
11/14/2019	Zuleger Kevin	Mechanic Shop	14
11/15/2019	Burney, Tim	State Patching, ERC Call-in	12
11/18/2019	Sweemer, Steve	Mechanic Shop	12
11/20/2019	Charles, Brad	Fall Training, Vice President Closure	12.5
11/20/2019	Loritz, Nancy	Fall Training, Vice President Closure	12.25
11/20/2019	Mineau, Zach	Fall Training, Vice President Closure	12.5
11/20/2019	Scray, Norb	Fall Training, Vice President Closure	12.25
11/20/2019	VanDeHei, Jamie	Fall Training, Vice President Closure	12.5
11/20/2019	Woelfel, Jon	Night Watchman, Fall Training Day	12.5
11/30/2019	Allen, Chris	Plowing / Salting	12.75

12-Hour Report

11/1 - 11/30/19

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DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
11/30/2019	Charles, Brad	Plowing / Salting	12
11/30/2019	Curl, Todd	Mechanic Shop	12.25
11/30/2019	DuBois, Dave	Plowing / Salting, ERC Call-in	13.5
11/30/2019	Ignatowski, Paul	Plowing / Salting	13
11/30/2019	Mineau, Zach	Plowing / Salting	12
11/30/2019	Sequin, Scott	Plowing / Salting	13
11/30/2019	VanDeHei, Jamie	Plowing / Salting	12
11/30/2019	Woelfel, Jon	Plowing / Salting	12

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**PUBLIC WORKS  
FACILITY MANAGEMENT DIVISION  
12-HOUR WORK DAYS  
10/1/19 thru 10/31/19**

DATE	EMPLOYEE	OPERATION PERFORMED	# HOURS WORKED
10/11/19	Doug Jarvey	Regular shift, plus call-in at the CTC for the Dish machine.	12.75

**PUBLIC WORKS  
FACILITY MANAGEMENT DIVISION  
12-HOUR WORK DAYS  
11/1/19 thru 11/30/19**

DATE	EMPLOYEE	OPERATION PERFORMED	# HOURS WORKED
11/1/19	Pat Fenlon	Regular electrical shift, plus assisted the Highway Electrician w/a Signal Knockdown	12.75

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# **BROWN COUNTY PUBLIC WORKS STAFFING SUMMARY**

As of 10/31/2019

## **HIGHWAY DIVISION:**

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Bridge Tender Foreman	N/A	Newly Created	Fill	10/6/19	
Bridge Tender	N/A	Newly Created	Hold Until November		
Bridge Tender	N/A	Newly Created	Hold Until November		
Bridge Tender	N/A	Newly Created	Hold Until November		
Bridge Tender	N/A	Newly Created	Hold Until November		

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	10.75	10.75
Electrician	1.0	1.0
Engineering	7.0	7.0
Mechanics / Shop	12.0	12.0
Highway Crew *	74.0	73.0
Sign Crew *	Name Change	Name Change
Bridge Tender **	5	1
Summer	4.12	0
LTE	2.0	0
<b>TOTAL</b>	<b>115.87</b>	<b>104.75</b>

\* Note: Sign Crew were re-added to the overall Highway Crew and therefore renamed.

\*\* Note: Newly created Bridge Tender positions – 100% funded by the State.

## **FACILITY MANAGEMENT DIVISION:**

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Facility Mechanic	Newly Created	N/A	Fill:	In Process	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	5.25	5.25
Facility Technicians	1.0	1.0
Facility Mechanics	8.0	7.0
Facility Workers	9.0	9.0
Housekeeping	20.0	20.0
Electrician	1.0	1.0
Summer Help	0.46	0
<b>TOTAL</b>	<b>44.71</b>	<b>43.25</b>

**BROWN COUNTY PUBLIC WORKS  
STAFFING SUMMARY  
AS OF 11/30/2019**

**HIGHWAY DIVISION:**

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Highway Crew	10/6/19	Transferred	Fill	11/19/19	
Bridge Tender	N/A	Newly Created	Fill	11/19/19	
Bridge Tender	N/A	Newly Created	Fill	11/25/19	
Bridge Tender	N/A	Newly Created	Fill	11/25/19	
Bridge Tender	N/A	Newly Created	Fill	N/A	

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	10.75	10.75
Electrician	1.0	1.0
Engineering	7.0	7.0
Mechanics / Shop	12.0	12.0
Highway Crew	74.0	74.0
Bridge Tender	5	4
Summer	4.12	0
LTE	2.0	0
<b>TOTAL</b>	<b>115.87</b>	<b>108.75</b>

**FACILITY MANAGEMENT DIVISION:**

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Facility Mechanic	Newly Created	N/A	Fill	11/18/19	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	5.25	5.25
Facility Technicians	1.0	1.0
Facility Mechanics	8.0	8.0
Facility Workers	9.0	9.0
Housekeeping	20.0	20.0
Electrician	1.0	1.0
Summer Help	0.46	0
<b>TOTAL</b>	<b>44.71</b>	<b>44.25</b>

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